

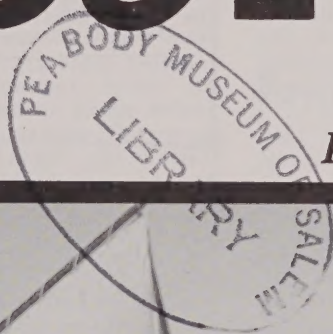


messing about in BOATS

Twice a Month!

Volume 7 ~ Number 19

February 15, 1990





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY
TIME YOU DO NOT FEEL YOU ARE
GETTING YOUR MONEY'S WORTH,
JUST LET US KNOW, WE'LL RE-
FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
PAYMENT.

Our Next Issue...

Will be heavy on designs and projects again. Derek van Loan describes his 7' camper cruiser "Sleeper" in "Down the Petaluma". Bob Stephens tells us about his 20' camper cruiser under construction. Eli van Voorde sends us a 1950's vintage 12' kayak building article that's very timely today. Wes Farmer's "Badger", a 15' dory skiff, is described in an article done years ago, sent to us by his family. And Harry Wilmhurst gives us the benefit of 30 years of canoe sailing in talking about canoe sail rigs. Out on the water, Gail Ferris continues her arctic adventure and a couple of bygone outings of some uniqueness get some space in our present day off-season: "Wales to the Isle of Man in a Motorized Steel Canoe" is from 1936 and is different. And we begin a short serialization of "A Cruise in a Pilot Boat" from an 1881 issue of "Century" magazine, how it was meeting the trans-Atlantic vessels of 110 years ago.

On the Cover...

Byron McCulloh's "Bodid II" is a story of "reincarnation", and Byron tells us all about regaining his long lost love from the '60's in this issue.

Commentary

**BOB
HICKS**

1990 messing about in boats activities are beginning to be scheduled and our "Happenings" section is growing again. We publish this calendar once a month, in the mid-month issue for the upcoming month. We figure that everyone should have this February 15th issue, for example, by March 1st, even with the slowest mail delivery. A word to those planning to hold some sort of event they wish to list with us; we need to hear from you at the earliest possible date. If you wait until a month before your event, you might miss the appropriate issue for listing your event. There's no cost for the calendar listings, so don't be bashful about letting us know what you're going to do. No special "department" exists, just send your listing to: Boats, 29 Burley St., Wenham, MA 01984. Don't phone in the information, I want it in writing for accuracy reasons.

Well, the most interesting new listing to date this year is the 1st Annual Albany Wooden Boat Fest, scheduled for June 23-24 in that city on the Hudson River. The North River Boatworks people enjoyed our Strawberry Banke event so much last July that they decided to organize a similar affair in their city. They were successful in getting city support and the use of a waterfront park with a protected on-the-water site as well.

That a small wooden boat building shop would undertake to organize an event which will, in effect, invite potential competitors for the available business to show their wares right on their own turf, speaks well of the nature of small boat building. This is somewhat altruistic in nature, but with a breadth of vision that takes in the need for the entire small boat building trade to collectively present its products and services to the public. The North River folks characterize their effort as "grass roots" and this is true to the nature of the trade. Small builders cannot afford participation in the big commercial consumer boat shows, and even if one does, he's lost in the sea of glitz, and precious few of those attending are interested in what he offers.

North River chose to focus on "wooden" boats, whereas we aimed at "small" boats at Strawberry Banke. It will be interesting to see how well the wooden boat builders support the Albany event. They'd be woefully shortsighted if they stay home, for the cost of participation is only a \$40 fee (per exhibit, any number of boats) to cover cost of advance advertising in appropriate publications, both boat-ing and regional. And the public is admitted free. Even though we

again plan to have the Small Boat-builders' Day at Strawberry Banke in July, about a month later, we'll certainly be at Albany and urge builders who might be torn between the two to take in both. The two areas are geographically far enough apart to attract different publics and so the time and trouble of devoting the two weekends to being in these events is well worthwhile.

Another event of similar nature, somewhat more commercially oriented, is the 3rd Annual Maine Boatbuilders' Show in Portland, March 23-25. This is an indoor event that runs concurrently when the big consumer boat show is in town. While the latter is in a big city exhibition center with all the glitz, the Boatbuilders' Show is in a converted old waterfront factory warehouse building with little glitz, very nice people in charge and very inexpensive exhibitor costs and public admissions.

Something very important to the appeal of these grass roots events is the focus on the "builders", unlike the consumer shows where dealers predominate. At our smaller events you get to meet the builders themselves, not just flacks who hustle sales for commissions. The builders are there and want to meet you, tell you about their boats and hear your views on what you are looking for.

Everything is so low budget about this approach to specialty boat shows that we hope to see them get solidly established as the affordable way for the small boat builders to get out of their shops and before the interested public with their products. Collectively, small boat builders offer an amazing array of choices in boats. Collectively they can market these best in this affordable manner. The absence of "promoters" who want to cash in to the max with steep exhibitor fees and public admissions removes an unnecessary and undesirable overhead expense from this form of marketing.

We're going to give over plenty of space to boosting these shows, and any others which come to our attention. While this too has some altruism involved, for we love small boats and the people who build them, it also is obviously good for our little publication if more people get interested in what our small boat builders have to offer. You will find it rewarding to spend a weekend day at any of these shows yourself, in no other way can you see so many fascinating small boats all in one place and meet so many interesting people, the men and women who build small boats because they want to, and hope to earn their livings so doing.



From the Boat Shops

O'CONNELL'S WOODEN BOAT SHOP

I am presently working on a 15' "Marsh Cat" designed by Joel White. I hope to bring her to the Strawberry Banke event this coming summer. In these cold, solitary winter months, it is heart warming to look forward to a gathering of such true small craft enthusiasts.

Russ O'Connell, O'Connell's Wooden Boat Shop, 533 W. Lemon St., Lancaster, PA 17603.

ORR'S ISLAND BOAT WORKS

Although the latter part of 1989 was slow, our small diesel engine sales are now picking up. This winter I took the lines off a turn-of-the-century Amesbury rowing skiff and I am now finishing it off. It will be ready for the Boat Builder's Show in Portland, Maine, March 23-25.

Bill Sweetman, Orr's Island Boat Works, Rt. 24, Box 731, Orr's Island, ME 04066, (207) 833-5852.

SEA SKIFFS, INC.

I'm a boatbuilder who moved to North Carolina from Maine over ten years ago. Since that move I have become involved in and dedicated to building and restoring a local classic here, the Simmons Sea Skiff.

These lapstrake skiffs with internal outboard wells were built steadily for over 25 years by Mr. T.N. Simmons and his son in their boatshop in Myrtle Grove, North Carolina. Well over 1,000 of these skiffs were built over those years. The Sea Skiffs were very popular in their day and many are still in use for fishing, waterskiing and commercial fishing.

1989 was quite a busy year for me. Along with building ten Sea Skiffs in 18' and 20' versions, I did a number of major restorations on older ones, and my year just flew by. Now after having built 25 of these Sea Skiffs, I haven't yet built two alike. While that adds to the pleasure of the building, it doesn't necessarily add to the bank account!

Under construction now I have two 20' models, one a "low side" with three planks above the garboard, with side console steering and built-in storage; the other is a "high side" with four planks above the garboard, a windshield, canopy top and dashboard steering. The versatility and simplicity of these Sea Skiffs keep them ever popular.

Other 1990 projects in my shop include a customizing job on a 1964 Grady White lapstrake runabout, and the building of a 30' electric-powered canal boat for a North Carolina client. Whew!. It looks like 1990 will be an even busier year for my three-man boatshop. Who says wooden boats are dead?

Nelson Silva, Sea Skiffs, Inc., 7980 Market St., Wilmington, NC 28405, (919) 686-4356.



1015
305
M-585

PISCATAQUA WHERRY



14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

BAY of MAINE BOATS

P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282

A Bed & Breakfast Inn

Black Friar Inn



Kayak Acadia National Park on Maine's beautiful coast. Make our Inn your headquarters for exploring the coast of Mt. Desert Island and the lakes and streams of Acadia.

Member Maine Island Trail Assoc.

10 Summer Street
Bar Harbor, Maine 04609
Barbara and Jim Kelly, Innkeepers 207-288-5091

ON DISPLAY
INDOORS



LOTS OF
PRE-OWNED
SAILBOATS

COM PAC 16, 19, 23, 27
PRECISION 14, 16, 17, 18, 21, 23
SEA PEARL 21 - PIN TAIL 14
POINT JUDE 16 - STARWING
SAILING CANOES & DINGHIES

FERNALD'S

RT. 1A NEWBURY, MASS. 01961
(508) 465-0312



Your Commentary

BOTH OARS IN THE WATER

If we who mess about in boats can't learn from each other's different approaches, and share each other's excitement at being on the water, no matter the sort of craft in which we cast off, then, sadly, we don't have both oars in the water. During my fifteen years as a sea kayaker, I have been fortunate to learn invaluable lessons from reading about sailing, powerboating (and the whole universe knows how I feel about stinkpots!), canoeing, surfing, scuba and free diving, cycling and climbing, that have increased both my love for kayaking and my skills as a seaman.

I strongly urge those too narrowly focussed on their own way of messing about in boats to remove their blinders and consider reading about other means of enjoying boats as a positive way to acquire knowledge and skill relevant to their own choice of craft, and the ability to foresee and handle the kinds of problems that ALWAYS crop up on the H2O!

Mort Siegel, Hauppauge, NY.

1911 & BOLGER TOO

My boat is an "X" class one-design built in 1953 to plans drawn up in 1911. These 20', 3/4 decked keelboats have retained their popularity here in the Solent to the extent that about 80% of the 200 or so boats built are still raced and cruised regularly. Construction is pitch pine on steamed oak frames with a cast iron full keel and canvas covered tongue-and-groove pine decks. The rig is now Bermudan and somewhat hi-tech, although mast and boom are still wood.

I'm also a fan of the Bolger/Payson philosophy and built a "Skimmer" last summer, which was great fun both to build and to use. My last project was a "tack and tape" sliding seat sculling boat, and for my next I am interested in one of the geodesic designs of Platt Monfort's.

As you can imagine, your magazine is as unique here in the U.K. as it is in the U.S. Long may it continue!

Simon Sullivan, Lymington, England.

SHOULD BE IDEAL

After reading about your "Cockleshell" and seeing it at the Strawberry Banke boatbuilders' meet last summer, I've decided it's time for me to get off my duff and build one myself. Living on the Taunton River as I do, it should be ideal for my wife and myself to enjoy.

John Spalding, Middleborough, MA

SUPERB INTERPRETATIONS

From the two issues I have seen so far, you have an excellent magazine, just what I have wanted in a magazine that talks to me. I have built a 14' Tom Hill lapstrake canoe and Bolger's "Oldshoe", and both are superb interpretations of small boats as emphasized by many unsolicited compliments from other boaters.

Joe Tribulato, Van Nuys, CA

DON'T CHANGE

I was much interested in your "Commentary" in the January 1st issue (on the variety of articles published in 1989) and agree with your point of view. I've messed about in almost every sort of boat except high-powered motorboats. A 21' clinker-built dory powered by a 7.5hp outboard was the largest of that sort, now gone. The fleet has included traditional pulling boats; a sliding seat Alden; an Optimus pram and Mirror dinghy for sailing; and a kayak. This last was most recently displaced by one of Mac McCarthy's beautifully made strip canoes. I call this having a boat for every purpose at one time or another. So, don't change!

Betty Bunce, W. Falmouth, MA.

NAUTICAL STUFF MUST GO

To start the new decade off right, and to begin a new era in the history of the Notaristefano family, we are offering to your readers a fabulous opportunity to acquire a goodly amount of well cared for "stuff"! This "stuff" comes in a variety of colors, materials, shapes and sizes. It could be used by just about anyone; children, adults, and, of course, seniors with good eyes for and appreciation of "stuff". Don't let this opportunity pass by. Please run my ad in your magazine. I would like to spread my "stuff" around...and as far away from us as possible.

Since we are in the process of finishing off the attic for Alexander's new room (Andrew is delighted, he finally figured out he gets the old room entirely to himself to fill up with more "stuff". It's in the genes!), and the basement is much too full, matters have to be taken firmly in hand. Hence, the advertisement (see this issue's "Classified Marketplace").

To those TSCA members, Peter Schmid included, who thought the last series of advertisements represented a dispersal of property prior to suicide, let me restate for the record that the bane of 20th century middle class living is the insidious acquisition of "stuff". My wife disclaims any participation in this activity. But, if you look in her (our) closet you find all those clothes and shoes, but these things are considered to all be useful "stuff". Ah, ha, that's the difference between boys and girls. My "stuff" isn't useful but her's is!

I realize that most of your several thousand other readers also have their own "stuff" to contend with, but they shouldn't let that stand in their way in considering my "stuff" for possible further acquisition. I'm more than willing to share mine with them.

Ralph Notaristefano, E.
Northport, NY.

WILD SHOTS OFF CAPE MAY

A long time ago someone wondered in an article about the "Danger Zone" one mile offshore of the Coast Guard training center at Cape May, New Jersey. This is offshore from their rifle and pistol range and any wild shots from the recruits will come down out there. I was one of those recruits twenty years ago and I know I put more than a few pieces of lead into that "Danger Zone".

I love your mag, my style of boating. I own a Crawford Swampscot Dory bought through your classifieds. I have converted it to sail with the addition of a centerboard, rudder and sail. Please renew my subscription, life would not be the same without it.

Eric Laier, Reading, MA.

TRYING TO KEEP THE FLEET IN CHECK

I want you to know that I really enjoy your magazine, no matter what the final count of articles on each type is. I've been messing about in boats for the past thirty years or so and can't think of a more noble purpose for one's free time. I have owned a variety of small wooden skiffs and currently own an antique fiberglass sailboat, vintage 1947-48, which is rumored to be one of the first fiberglass boats built in this country (hull #38); two canoes, vinyl and wood/canvas; and a 10' lapstrake rowboat. I try to keep my fleet in check, but you know how that is.

I tried kayaking last year for the first time at the Wilderness House tryout day at the Hopkinton State Forest last June and hope to add one to my fleet this year.

Keep the magazine coming, its frequent arrival is a welcome reminder that spring is coming during these dark winter days.

Jonathan Hedman, Stoughton, MA.

STANDS PRETTY MUCH ALONE

You magazine is great! It stands pretty much alone for integrity in journalism, and projects an intelligent life philosophy; to do work and activities you like. Thank you.

George Berry, Palmetto, FL.

ENJOYS TRADITIONAL SAILBOATS

I have enjoyed reading your magazine several years now. I have an H-23 "Prudence" class wooden sailboat and hence very much enjoy the design articles on small craft, particularly small sailboats

Peter Ventre, Falmouth, ME.

BOOKS about BOATS

Out of Print & Used Nautical Books
Old Boating Magazines

Original Boat & Marine Literature

COLUMBIA TRADING CO

2 ROCKLYN DR., SUFFERN, NY 10901

Marine Canvas Specialists

Fabric Works

Wide Natural Canvas For Decks & Canoes

Custom Services
Bimini
Dodgers
Full Enclosures
Convertible Tops
Cushions
Protective Covers
For All Seasons

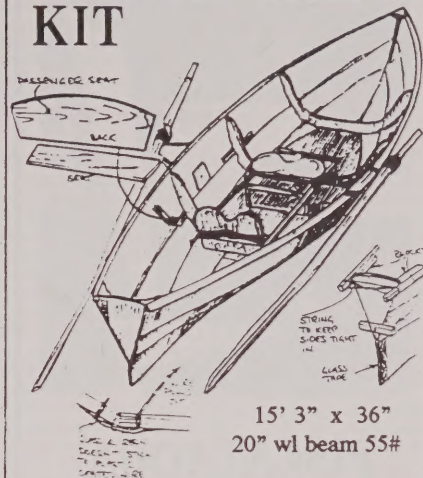
Please call for
information, pricing
& catalog

Supplies
Wide Natural Canvas
For Decks & Canoes
Snaps and Grommets
Sunbrella®
Clear Vinyl Glass
Sail Making Accessories
Stainless Steel Tubing

(617) 926-4353

32 MT. AUBURN ST.
WATERTOWN, MA 02172

SPRITE SKIFF KIT



Hundreds of first-time builders tell us the complete, precisely precut package is a great value, is easy and fun to assemble, is swift and stable to row, is versatile for fun and health, and is simply.....beautiful!

WAYLAND MARINE, LTD.

8686 West 68th Ave. Dept M
Denver, CO 80004-3206
303-422-6797 - 6-9 PM (MST)



- * ALDEN OCEAN SHELL
- * APPLEDORE POD
- * MAAS AERO, 24, DRAGONFLY
- * RKL LITTLE RANGELEY
- * TRINKA 8 & 10 DINGHIES
- * THULE RACKS
- * ROWING INSTRUCTION

55 SPICER AVE., NOANK, CT 06340
• (203) 536-6930 •

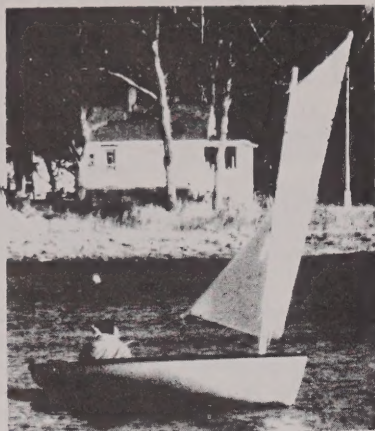
LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOAT BUILDING

Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful day sailer with the option of a cruising boat instead. Equal opportunity enrollment. V.A. approved.

THE LANDING SCHOOL

P.O. Box 1490 M
Kennebunkport, Maine 04046
(207) 985-7976

HAPPENINGS



PISCATAQUA SAILING WHERRY

14'x47" Hand Laid Fiberglass Hull
With Solid Mahogany Gunwales and Seats •
Includes 65 sq ft Sprit Sail Rig • 2 Foot Draft
Dagger Board • One Pair 7' Oars • 2 Rowing
Stations.

BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046
207/967-4282

DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks
Balogh Sail Designs

HUGH HORTON SMALL BOATS
15175 Hamilton, DM., Detroit, MI 48203
PH: 313-868-7900



WING SYSTEMS TOURING SHELL - simple and functional design; single or double, row or paddle; manageable size and weight; uses Onboard II Rower, Plantadosi single or tandem Row Wing or double paddles. For more info: WING SYSTEMS, INC., PO Box 568, Oyster Bay, NY 11774, PH 516-922-2656

Traditional Canoe Enthusiasts...

join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association
c/o Edward Cumming
38 Indian Meadow Dr.
Northboro, MA 01532

1ST ANNUAL ALBANY WOODEN BOAT FEST

North River Boatworks of Albany, NY, has completed arrangements for their Albany Wooden Boat Fest, the gathering of wooden boat builders will take place on June 23rd and 24th at the Corning Preserve on the Albany waterfront on the Hudson River. This is a grass roots affordable show for small builders, a registration fee of \$40 (for any number of boats) is being charged to pay for advance advertising in the appropriate boating publications. The public will be admitted free. Contact Ellen Nooney at (518) 434-4414.

3RD ANNUAL MAINE BOATBUILDERS SHOW

Portland Yacht Services of Portland, ME, will hold their 3rd Annual Maine Boatbuilders' Show on March 23-25 at 58 Fore St. in Portland, as a successful alternative to the chrome and plastic consumer boat show held elsewhere in the city. Show admission is only \$3 (children under 12 with adults free) and the show is open 10 a.m. to 6:30 p.m. on Friday and Saturday, 11 a.m. to 4 p.m. Sunday. Free parking is available. For exhibitor information contact Jim Thorpe at (207) 774-1067.

"PADDLESPORT 1990"

The Jersey Paddler and Wildwater Designs, in cooperation with local paddling clubs, will host "Paddlesport 1990" at the Ramada Inn on Rt. 1 in Princeton, New Jersey on Saturday, February 25th, from 9:30 a.m. to 5 p.m. The all-day affair offers something for both novice and experienced paddlers; equipment selection, trip planning, water safety, latest designs, ocean kayaking, river rescue, canoe repair, photography. Paddling films and slide shows will run continuously. Area dealers and club representatives will also be in attendance. Admission is \$5. Information from the Jersey Paddler, (201) 458-5777.

NOANK WOODEN BOAT SEMINARS

The Noank Wooden Boat Association will host a series of monthly seminars at the Noank firehouse in Noank, Connecticut throughout the spring. Public admission for non-members is \$3 per seminar. All start at 7:30 p.m.

March 7. Crewing on America's Cup Defender "Courageous" with Mike Buonvino.

For details, contact Jack Vibber at (203) 442-7376. Membership applications are now being taken from interested wooden boat owners.

WINTER DOLDRUMS PARTY

North River Boatworks of Albany, NY, will host their 10th Anniversary Winter Doldrums Party on February 23rd at their shop at 6 Elm St. It's open to anyone interested in small wooden boats, and provides a badly needed uplift from the midwinter pits of the boating doldrums. Contact Ellen Nooney at (518) 434-4414.

MAINE MARITIME MUSEUM WINTER PROGRAMS

A bit more detail on the previously listed calendar from Maine Maritime Museum:

March 3. "Surveying" workshop with Sam Slaymaker, in the Apprenticeshop, 9 a.m. to 5 p.m.

March 7. "A Trip To Remember" lecture with Dodge Morgan, in the Lecture Hall, 7:30 p.m.

March 13. "The Future of the Kennebec" lecture with Marvin Rosenblum, in the Lecture Hall at 5 p.m.

March 21-22. "Half Hull Modeling" workshop with Arno Day, in the Apprenticeshop, 7 to 10 p.m.

Contact Kathe Cheska at (207) 443-1316 for registration forms and admission fee information.

ESKIMO ROLLING CLINIC

The Rhode Island Canoe Association is running a ten-week series of eskimo rolling clinics at the Jewish Community Center in Providence, RI. The series began January 23rd but runs through March 27th so if you're interested you might be able to pick up partway through. Contact Lou Whittier at (401) 849-6731 eves.

BSKC POOL SESSIONS

The Boston Sea Kayak Club will hold pool sessions for eskimo rolling, safety and rescue, and paddling technique at the YMCA pool in Gloucester, MA, on the four Sundays in March. Advance registration is required, at \$9 per session with preference for the 16 openings given to those signing up for all four. Contact Dave Anderson at (603) 887-6267.

YACHTING SYMPOSIUM

Pre and Post War Yachting will be the subject of Mystic Seaport's Third Annual Yachting History Symposium to take place March 16-18. A special feature will be Elizabeth Meyer's slide presentation on restoring her J-boat "Endeavor II". Other speakers include Jon Wilson, Stanley Rosenfeld, John Rousmaniere, Lewellyn Howland, John Rybovich and Bruce Kirby. Contact Peter Vermilya, Mystic Seaport, P.O. Box 6000, Mystic, CT 06355-0990, (203) 572-0711, ext. 319.

APRIL FOOL'S ROWING REGATTA

The Chelsea Rowing Club of Norwich, CT, opens the 1990 sliding seat rowing regatta season on April 1st on the Thames River in Norwich, with their April Fool's Race. Contact Susan Fisher at (203) 886-1867.

MOOSEHEAD ROWING REGATTA

Early notice has been received for the 2nd Annual Moosehead Rowing Regatta scheduled for June 16th at Greenville, ME, on Moosehead Lake. Contact Betsy Rockwell at (207) 695-2680.

K.C. CRUMP ANTIQUE & CLASSIC BOAT FESTIVAL

The Antique & Classic Boat Society, Florida Sunnyland Chapter, will hold the 2nd Annual K.C. Crump Antique & Classic Boat Festival at Homosassa Springs, FL, on March 2-4. Contact the K.C. Crump Restaurant at (904) 628-1500.

MINUTEMAN MODEL YACHT RACING

The Minuteman Model Yacht Club opens its 1990 radio-controlled model yacht racing on April 1st with their Icebreaker Regatta at the Needham, MA, reservoir, open to any class of boat. Contact Ridge White at (508) 359-7467.

L.L. BEAN SYMPOSIUMS

Advance notice of L.L.Bean's 1990 symposiums is out. The 5th Annual North American Canoe Symposium will be June 8-10 at Bridgeton, ME. The 2nd Annual Advanced Coastal Kayaking Workshop will be July 13-15 at Biddeford, ME. The 9th Annual Atlantic Coast Sea Kayaking Symposium will be August 3-5 at Castine, ME. Contact L.L. Bean Public Clinics at 1-(800) 341-4341, Ext. 7800.

TOY BOATS AT MYSTIC

An unparalleled collection of over 100 toy boats, half of them from the "Forbes" magazine collection from the "Golden Age of Toys", 1870 to 1910, is now on display at the R.J. Schaefer Gallery at Mystic Seaport. The exhibit runs through April 1st. Regular Museum admission includes this special exhibit. Winter hours are 9 a.m. to 4 p.m. seven days a week.

NORTH CAROLINA MARITIME MUSEUM

The North Carolina Maritime Museum has its 1990 calendar of events out and you can request a copy by writing to them at 315 Front St., Beaufort, NC 28516. They are open throughout the week in winter if you're traveling south (or north again) and want to stop by. Their Traditional Wooden Boat Show is scheduled for May 5th and 6th.

CAPT. PAUL BOYTON'S HAIRBREADTH ESCAPES.
"A LIFE ON THE OCEAN WAVE."



SEVERELY SHAKEN BY SAVAGE SHARKS. SUCCESSFUL SHOOTING OF SPANISH WATER-FALLS.

THE SWELL SWIMMER'S SIGNIFICANT STATEMENT TO A SEA-SHORE SCRIBE.

LIFE PRESERVER AND HEALTH PRESERVER.

NEW-YORK, July 24.—The world-renowned swimmer, Capt. Paul Boyton, in an interview with a newspaper correspondent at the sea-shore, related the following incidents in his experience in various parts of the world:

Reporter.—"Captain Boyton, you must have seen a large part of the world?"

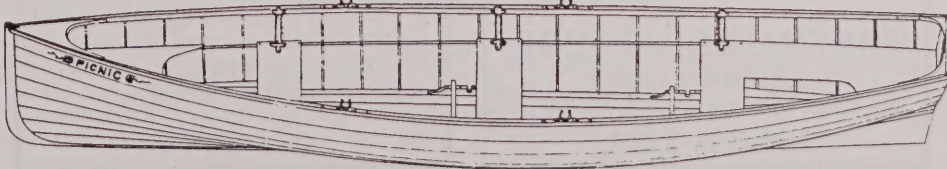
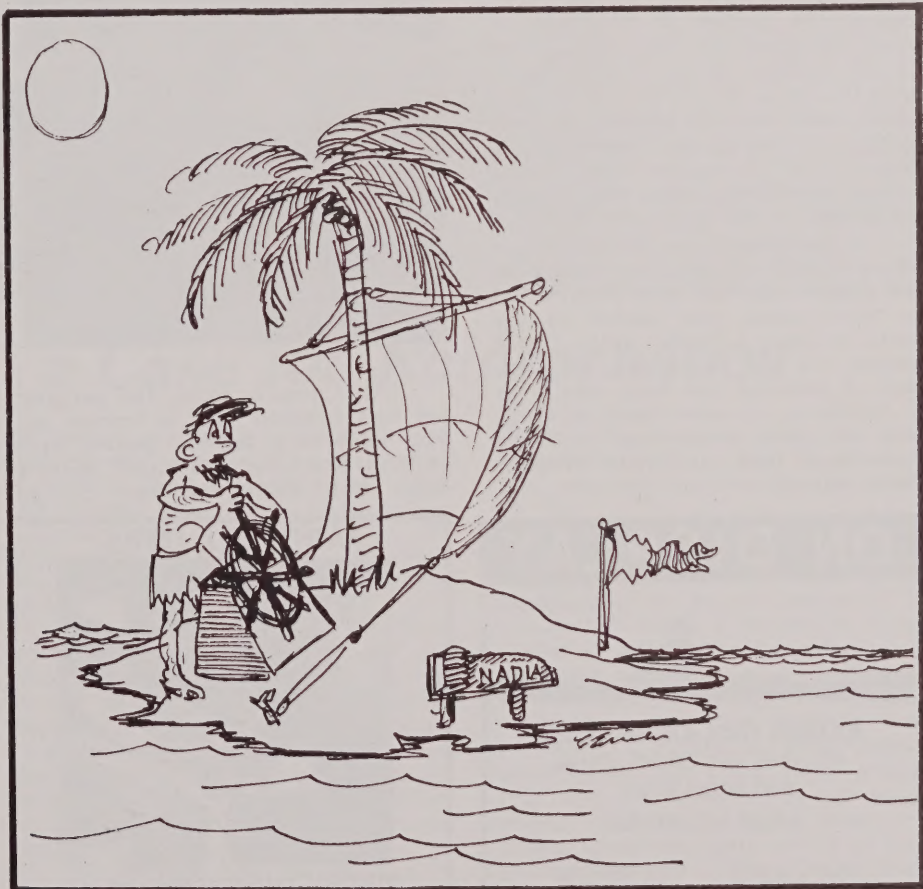
Capt. Boyton.—"Yes, sir, by the aid of my Rubber Life-Saving Dress, I have traveled over 10,000 miles on the rivers of America and Europe; have also been presented to the crowned heads of England, France, Germany, Austria, Belgium, Italy, Holland, Spain, and Portugal, and have in my possession forty-two medals and decorations. I have three times received the order of knighthood, and been elected honorary member of committees, clubs, orders, and societies."

Reporter.—"Were any of your trips accompanied by much danger?"

Capt. Boyton.—"That depends upon what you may call dangerous. During my trip down the river Tagus, in Spain, I had to 'shoot' 105 water-falls, the largest being about eighty-five feet, and innumerable rapids. Crossing the Straits of Messina, I had three ribs broken in a fight with sharks; and coming down the Somane, a river in France, I received a charge of shot from an excited and startled huntsman. Although all this was not very pleasant, and might be termed dangerous, I fear nothing more on my trips than intense cold; for as long as my limbs are free and easy, and not cramped or benumbed, I am all right."

I carry a stock of ST. JACOBS OIL in my little boat [the Captain calls it "Baby Mine," and has stored therein signal-rockets, thermometer, compass, provisions, etc.], and I have but little trouble. Before starting out I rub myself thoroughly with the article, and its action upon the muscles is wonderful. From constant exposure, I am somewhat subject to rheumatic pains, and nothing would ever benefit me until I got hold of this Great German Remedy. Why, on my travels I have met people who have been suffering with rheumatism for years; by my advice, they tried the Oil, and it cured them. I would sooner do without food for days than be without this remedy for one hour. In fact, I would not attempt a trip without it."

The Captain became very enthusiastic on the subject of ST. JACOBS OIL, and when we left him he was still citing instances of the curative qualities of the Great German Remedy to a party around him.



While visiting one of my sons in Baltimore in recent months, I had driven further north to the Jersey Pine Barrens. I had never canoed there before. It took me a while to find a place to put in, but finally I found a little parking area on the Mulica River, just up the road from Batso. It only took a minute or so to off-load my "Wee Lassie", lock the station wagon, and away I went upstream. The tannic acid stained water reminded me of Florida, but the tall pine trees that almost shut out the sun were straight New Jersey. The Mulica was, at least where I paddled upon it, my kind of river, narrow, shallow and twisting. No signs of development except for the usual amount of trash left behind by unthinking visitors.

Usually when I canoe I try to live in the right now, not thinking of anything but what I am experiencing this moment, but I could tell that part of my brain was already thinking of dessert! I found myself comparing the Mulica, as pleasant as it was, to Trussum Pond, where I had planned to be that afternoon or the next day. About then a motor boat with two teenagers aboard came barreling around a bend in the stream tearing up the bottom of the river. I found out later that they had overturned another canoe just minutes before. I also found out later that motor boats are not allowed on this portion of the river. Paddling my "Wee Lassie", I was not overly concerned about the wakes but I sure did object to the noise and smell.

I continued on downriver to where I had left my car, talked to the people who had been overturned in their canoe, and loaded up the boat. In just a little while I was headed for the ferry boat at Cape May. I enjoyed the boat ride over to Delaware, it sure beat driving, and was soon on my way to Trapp Pond State Park and little Trussum Pond nearby.

Paddling Trussum Pond



At Trussum Pond, the parking lot was blocked off, a tractor sat idle next to a freshly poured slab of concrete right at the water's edge. But, there she was! It had

been two years, but the only real change was a slick green layer of duckweed as far back into the pond as I could see. Duckweed, or a blocked off parking lot, neither was going to stop me. Off-loading the "Wee Lassie" took but a minute, and off I went.

Every time I return to Trussum Pond it is different, just the same! The colors change with the seasons, but the instant feeling of tranquillity and wonder as I paddle through the cypress trees stays the same. No empty expanses of water here, this pond is intimate, each tree to be admired for its shape and form. Towards the back side of the pond, the duckweed thinned out. My canoe was completely silent now as I eased into the small stream that feeds the pond. Here the trees closed in overhead and it got jungly. Each twist and turn of the stream was like turning the pages of a book, a whole new vista, a whole new feeling. It was almost evening when I turned and headed back. The world was quiet, just the faint shush of the duckweed against the hull.

In the morning I returned. Two men were there working. We talked a little bit. They were building a little launching ramp and dock. Signs of progress! They were nice guys and really thought they were improving the pond. I smiled and didn't argue the point, but I wondered if the duckweed was a sign that the pond was getting too much runoff from the surrounding farms. Is Trussum too being poisoned? I found that too horrible to contemplate and closing my mind to that line of thought, I launched my canoe for a longer, closer look at the pond.

I took many pictures of the trees and vistas on the pond. Enlarged, they will cover the walls of my shop in Florida, and while I work, I will be able to relive those moments of pleasure. I have paddled this pond in every season, except out-and-out winter, and feel like the pond and I are both growing older together, fighting to survive in a world that is changing too quickly for us to keep up. We both seem to be accepting a situation which we are powerless to change.

Of all the ponds and streams I have paddled in the last ten years, Trussum stands out as my favorite, number one spot. I imagine it gets crowded with fishermen on weekends, but whenever I've been there, I have had the pond just about to myself. No speedboats, no water skiers, no noisy radios, no trash. Just a little out of the way pond.

From "The Wee Lassie", the newsletter published by Mac McCarthy of Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 34234. A free sample copy is available on request.

ON DISPLAY



ALDEN OCEAN SHELLS.
All types and colors, parts
and accessories.

FREE LESSONS

KAYAKS - CANOES
DINGHIES - SKIFFS

THE SMALL BOAT SHOP

at Rex Marine Center
144 Water St, South Norwalk, CT 06854
203-854-5223

PADDLES & OARS



Maine Craftsmanship at it's
finest. Surprisingly affordable.
Most shipped UPS. Write for
free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473



"Bodid I" about 1966.

"Bodid II"... a Case for Reincarnation

It would be best for a story like this to begin at the beginning, so here goes.

When we bought our house on Chautauqua Lake, New York, in August, 1962, I was the bass trombonist of the Chautauqua Symphony Orchestra at the time) I also purchased from the former owner a 14' lapstrake canoe. Since I wasn't as yet into old boats, it took our tuba player, Chet Roberts (who now lives in Gloucester, Massachusetts) to recognize the name "Rushton" on the hardware and double paddle. I wrote to Howard I. Chapelle about the canoe and he fired back a letter saying that I had a historical trust (maybe I'm from the old school, but "an historical trust" bugs me, Chapelle as well) on my hands, and since the Smithsonian didn't have room for it, suggested I call the Adirondack Museum in Blue Mountain Lake, New York, with words to the effect, "Your boat would be happy there."

In a nutshell, the Museum managed to scrape together \$200 for

it (since symphony musicians were notoriously underpaid at that time, I wasn't in a position to GIVE ANYTHING away) with which, plus another \$50, I bought a 17' square-sterned sponson Peterborough canoe approximately 30 years old.

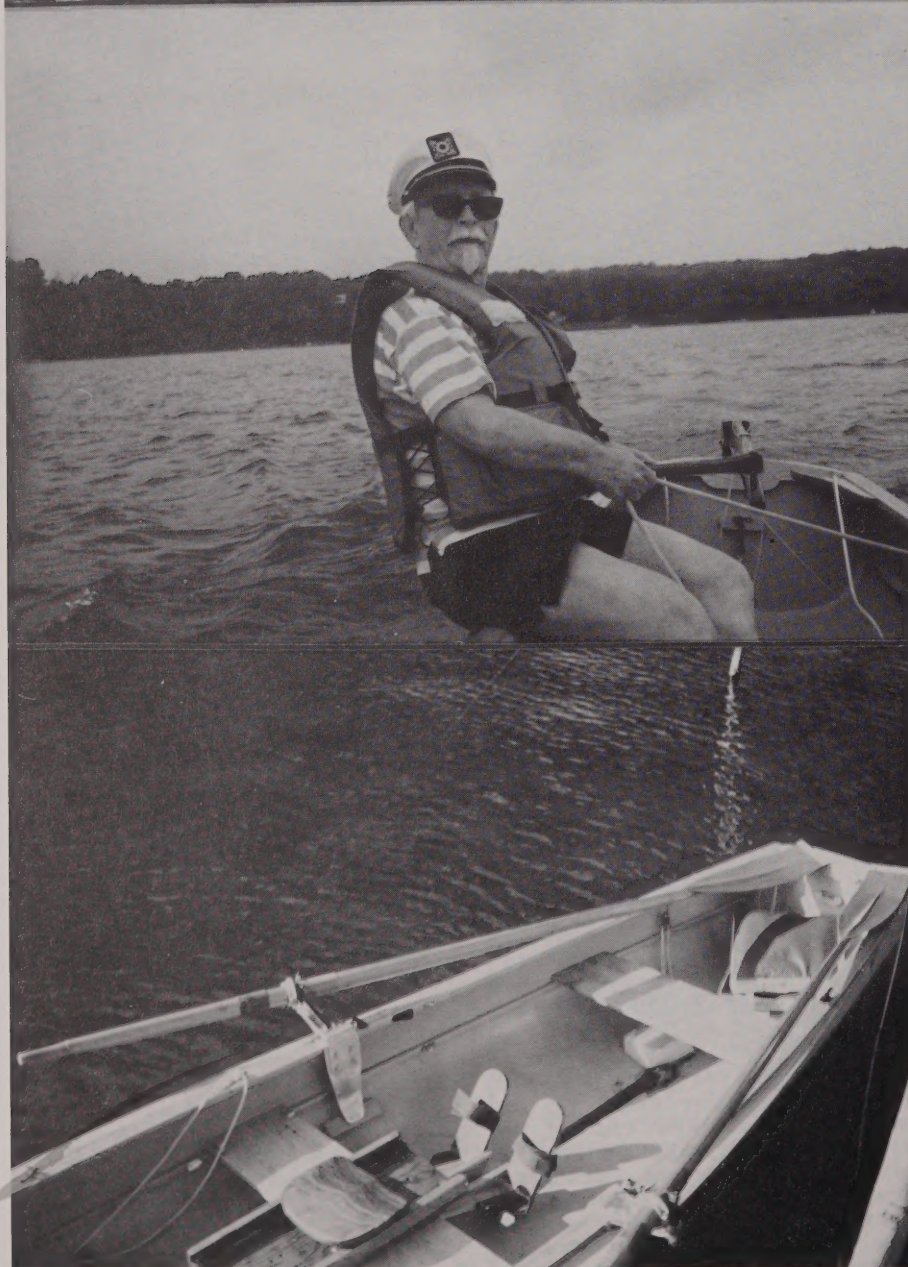
During the Pittsburgh Symphony's 1964 tour of Europe and the Middle East, I purchased a pair of 9-1/2' racing oars from the Stampfli factory in Zurich, plus miscellaneous hardware in Yugoslavia and Spain; and in 1965, rigged "Bodid" with a standing lug and fitted her with a sliding seat and extended oarlocks.

To design the sailing rig I thoroughly scanned Chapelle's "American Small Sailing Craft" for the traditional hull most closely resembling "Bodid", and that turned out to be a Delaware Ducker on page 216. By making a scale profile drawing of "Bodid" I was able to draw a sail, rudder and underwater portion of the leeboard with shapes and proportions similar to the pro-

file of the Ducker. Not the most scientific method, but it worked! The mainsail turned out to be 81 sq. ft.

The next year I added a bowsprit, inspired by the graceful curve of the one on "Annie", the sandbagger at Mystic Seaport. To accomplish this, I laminated three pieces of 1/2"x3" white oak, bending them onto a form made of nails in a couple of 2x4's, which had a nice curve, but more extreme than I needed. I rigged up some plastic sheeting so that I could run a hose from the hot water tap in the basement, and was able to keep the whole thing wet and hot (I've forgotten for how long). After they dried I took them off the form and they sprang back to exactly the curve I wanted! I'm reluctant to attribute that to anything but luck. The splashboard I carved out of an old oarblade.

The 25 sq. ft. jib is set flying. It's almost an equilateral triangle, the shape being determined by the necessity of the fore end of



the yard being able to clear the jib halyard. Incidentally, both the main and the jib were made by Jessie's Canvas Shop in Camden, Maine.

I also added a boom vang, a hiking stick (made from the handle of an old canoe paddle, and a strap down the centerline for hooking my toes under when hiking out (a necessity for me, standing 4'10" and weighing about 118)).

After several year's use, she was blown off her mooring and onto shore, damaged well beyond my ability to repair her. In the intervening years, I had a Penguin (I never felt comfortable sailing it) and a red plastic Old Town canoe, but I was always remembering the "old days" and "Bodid".

Then in 1987, the Pittsburgh Symphony played the Great Woods Festival in Mansfield, Massachusetts, followed by a vacation that we could spend at Chautauqua Lake, so enroute there we made a swing through the Adirondacks to visit an old friend, and decided to drop in at the Adirondack Museum. To our great delight, our old canoe complete with the picture we had managed to unearth of the original owner and his wife sailing and paddling her on Chautauqua Lake in 1895 was on display! (I'll add at this point, that although the paddle and hardware said "Rushton", the canoe was probably built by someone else, possibly the original owner).

When I talked to the Assistant Curator, Hallie Bond, she happened to mention that her husband, Mason Smith, was a boatbuilder, and was producing a boat called the "Adirondack Goodboat". Her description sounded intriguing, so I went to see him, and discovered that the "Goodboat" had dimensions identical to my old "Bodid" (length 17', beam 43"). Furthermore, the "Goodboat" is constructed by laying up veneer and epoxy on a constant camber mold (thus keeping the cost competitive), the resulting molded plywood hull being overed with a light fiberglass. The "Goodboat" thus has a hull lighter and stronger than fiberglass with about the same maintenance factor, and it is still a WOODEN BOAT!

Realizing this was an answer to my dream, I commissioned Mason to build me one adapted to accept my old rig, bowsprit and all. "Bodid II" ("Goodboat #12") has turned out to be all I could have wished for. Mason pulled out all the stops and even included sponsons (culled from a "Goodboat")

Left from the top: Bodid II" fitted out like her predecessor. The writer at the helm, second time around. The rowing rig fitted to "Bodid II".

hull, a small portion of which had refused to laminate properly), a beefed up gunwale (for stiffness and a more comfortable place to sit as I hike out), a short deck and mast partner to fit my old bowsprit, and an oversized leeboard. The latter was because I once met Chapelle, who upon viewing a picture of "Bodid", said, "Those old canoes sail very well as long as you make the leeboard big enough."

I had a hard time coming up with a leeboard fitting that was strong enough, but "Plan C", a white oak plank bolting through the starboard gunwale and clamping to the port with a 1/8" stainless steel plate welded to a shaft of 5/8" stainless does the trick. I think I can safely state, "This one won't break!" The leeboard is made with a cross-section detailed to me by Ben Fuller of Mystic Seaport.

I refinished my old sliding seat, which I had fashioned from various pieces of junk, and since we couldn't come up with a commercial product to place the oarlocks 8" beyond the gunwales, Mason drew up the "optimum" and I had my Volvo mechanic in Pittsburgh make them up. They're not the lightest, but then, I'm not racing anybody, but they're strong and beautiful, made of stainless, bolting on quickly with a real "business-like" look.

"Bodid II" rows and sails like a dream! Of course, when you have a boat built by a master boatbuilder who is also a writer and novelist, with a Ph.D in English Literature from Stanford; with a rig designed and built by a trombonist/composer/poet, how can you miss?

My only complaint is that I'm not quite as agile as I was twenty-four years ago!

I can't recommend Mason Smith and his "Goodboat" too highly. "Goodboats are exquisitely finished and are a real joy to behold. These boats, especially with a drop-in rowing rig, row almost like shells and are able to carry a couple of passengers and gear as well, and can quickly be transformed into boats that are a real kick to sail! Could this be the boat of the future? It has my vote.

I was even inspired to pen this short poem describing my boat, "Bodid II":

Ubiquity,
Not ubiquity!
Byron McCulloh, Pittsburgh,
PA.



Mason Smith, designer and builder of the Adirondack Goodboat, at work touching up one of his craft.

The Sailing Trombones of Pittsburgh

In addition to my own experiences in boating with "Bodid" and "Bodid II", the entire trombone section of the Pittsburgh Symphony Orchestra has a tradition of boating. Two of them have built their own gaff rigged sloops.

Carl Wilhelm, who just retired as co-principal trombone after thirty years, built a 22' sloop from a Hartley "Trailer Sailer" plan, which he modified to include a gaff mainsail. He finished it in 1974 and now has moved to the gulf coast of Florida where he is still sailing it. Carl grew up on Long Island and has been messing about in boats all his life. It was Carl who nudged the rest of us in that direction.

Second trombonist, Harold Steiman, built a beautiful 18' sloop from a Viktor Harasty plan. He finished it in the midle '70's and

sails it mostly on Lake Arthur, north of Pittsburgh.

During the '60's, the three of us were the trombone section of the Chautauqua Symphony and spent entire summers on the lake there.

The principal trombone, Bob Hamrick, is also into boats, but not quite in the same manner. He formerly owned a fiberglass sailboat but now has a 20' plastic inboard with about 175 horses which he uses primarily for water skiing.

We now have a new co-principal trombone, Becky Bower, who at this point doesn't own a boat. However, Harold and I are working on her and hope to report in the future that the section is once again unanimous in messing about in boats as well as with trombones!

Byron McCulloh, Pittsburgh, PA.

Here I was in the middle of life contemplating a trip I never dreamed I would be taking, a week canoeing on the Delaware, 100 miles of paddling, a different sort of vacation for me. This is what can happen when you meet someone who loves adventure and canoeing.

The first thing to be done was the planning of where to start and finish our trip. Learning to read and follow the topographical maps wasn't an easy thing for me, I normally have no sense of direction and can get lost in a parking lot! We chose to start at Narrowsburg and finish at the Delaware Water Gap.

Next came the job of planning and packing for our meals and accommodations. The equipment included a small stove, eating utensils, soap, steel wool, a wash pan; a two person tent with a vestibule for use in cooking should it rain, or for storage of extra gear; sleeping bags, two small hammock pillows, flash light, ground plastic for under the tent to prevent rain water or condensation from wetting the tent floor; a tarp; lightweight clothing, including cotton pants that dry easily, flannel shirts, swim suits, sneakers, cotton socks, heavy sweaters for chilly evenings, rain gear, and a straw hat; and life jackets, sun screen, first aid kit and bug repellent.

Planning for the meals took some ingenious thinking. We chose lightweight foods and pre-planned all our meals. Packets of sugar, instant coffee, cocoa, tea bags, instant oatmeal, mustard, ketchup, Tang and Creamora, all in ziplock bags. Margarine in a squeeze container. Pre-cooked steak strips and rice, pre-cooked cube steaks put into double wrap aluminum with sliced raw potato and vegetable and frozen. Fried chicken, smoked turkey kielbasa roll, chunk cheese, stew and vegetables, dried fruits, Gorp and fresh oranges for pick-me-ups. Some Yukon dehydrated food for back packing. All the breakfast meals went into one plastic garbage bag, likewise lunches and suppers.

Our start at Narrowsburg was in mud and rain and it rained hard all day. That evening we were able to sleep in a lean-to at a Boy Scout camp, so we didn't have to set up the tent. A small Scout troop camped next to us and provided entertainment with harmonica and guitar.

We began looking for campsites around 4:30 or 5:00 afternoons to avoid being unable to find a suitable spot. It takes time to set up camp, and cook and clean up for the evening. And we had to take precautions to keep the food out of the reach of raccoons. On our third day it again rained and our choice of campsite was mistakenly not on federal land where camping was permitted. So who should appear



A Week on the Delaware

while we were eating but a forest ranger. Rain or no rain, we had to move on, what a time to break camp and repack and embark. Wet and tired from our day, we paddled on close to shore, we didn't come upon any sites until a group of campers, seeing our discomfort, allowed us to camp at their site. By the time we had again set up camp, we were wet and cold to the bone, but sleep came quickly.

Next morning the sun was up and that was the last of the rain, thank God. During this day we came to rapids more demanding than those we had experienced before, and I made a wrong decision as bow paddler to go through a large swell, which caused the canoe to rise up and buck like a bucking horse. I was able to avoid panic and we got through but not without flooding the canoe and getting soaking wet. We bailed the canoe and took off our wet clothing, beneath which we wore our swim suits just in case.

Forgetting warnings about exposing my body to hot sun too long, I became sunburned on my legs and arms that day. This made it very uncomfortable to put on long pants and long sleeved shirts. We stayed close to shore in the shade as much as possible, and periodically we'd stop and I'd sit in the water to ease the sunburn pain.

But we met others who had worse problems. We assisted one newlywed couple, inexperienced at canoeing, who had overturned in some rapids. They hadn't been wearing their life jackets, but hung onto them for flotation. Their cooler of lunch and drink floated away downstream and the young man lost his glasses and had difficulty in seeing where he was going. We helped them ashore where they would await assistance from the canoe rental livery where they

had gotten their canoe.

Never having to worry about finding parking places, we often went ashore to see various sights. We visited Zane Grey's Museum (the famous writer of western novels). We walked over the Roebling suspension bridge. Later paddling beneath it, it seemed strange to experience a bridge from both sides. At one of our lunch breaks, we took a walk back into the woods and found the remains of a canal that had once been used for water-borne transport to Kingston, New York, on the Hudson River. We found the overgrown locks, covered with vines, but the walls still intact. Stopping for lunch nearly anywhere along the river was possible, and sitting under at tree at the river's edge, it could be so quiet we would realize we never heard some of nature's quieter sounds in everyday life.

On the 5th day we hankered for some real food again and some cold beer, so we found a cool spot along the shore near a corn field and walked the half-mile to the town we knew was nearby, where we enjoyed a couple of hot dogs and a beer or two. This respite buoyed my spirits for survival for the next few days.

Following up on this touching of "civilization", we decided on the next day to have some more luxury and camp at a campground with showers. Canoeists arriving on the river were offered free camping here. After the first shower in nearly a week, we felt more human again. We set up camp, had supper, and turned in early, but not for long. About 8:30 two carloads of teenagers arrived to celebrate the 4th. It was obvious they had been drinking. They were loud and noisy, and complained to the camp office that we were on their campsite. The camp grounds officer

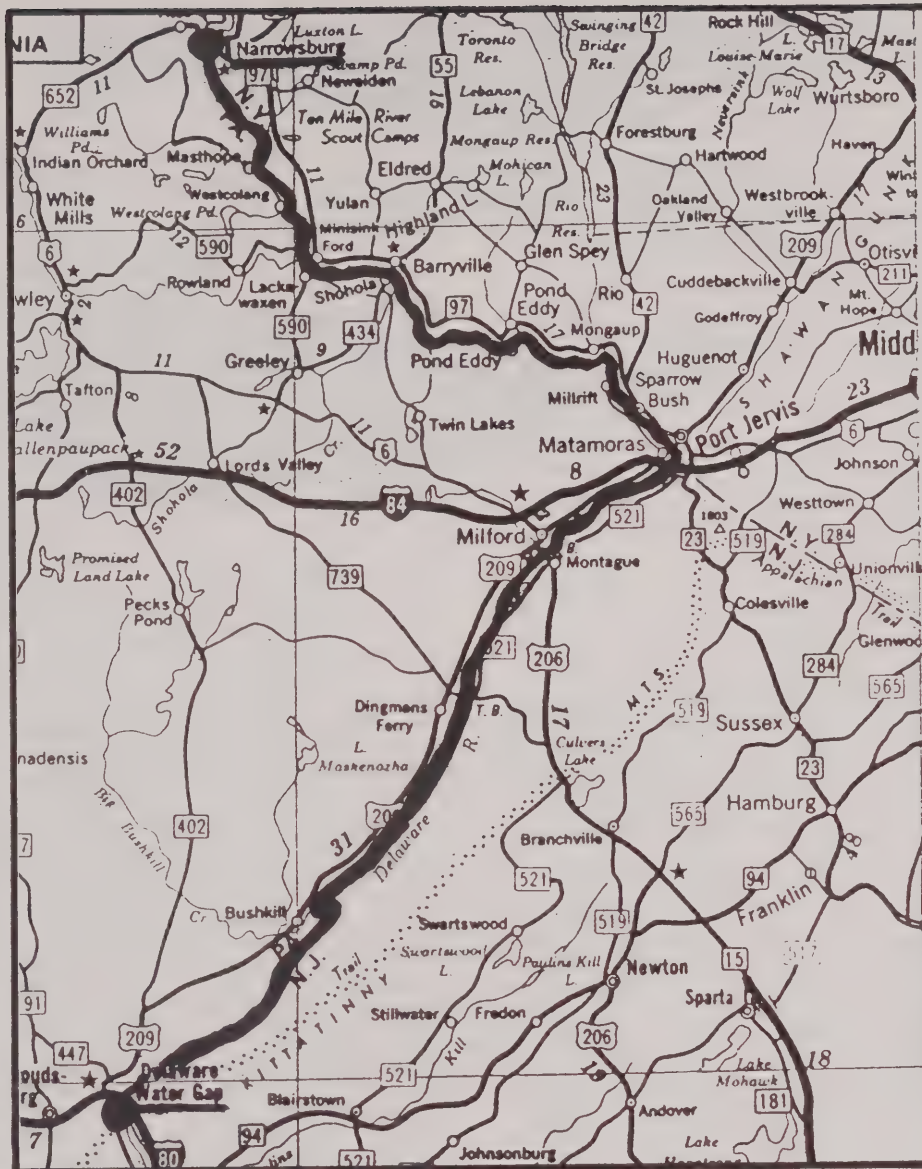
came to our site, and then told them that we were not on their site. Then the fun began, they threw firecrackers, played their radio loudly, talked profanely and were increasingly rowdy. The grounds officer had to come back and tell them to quiet down or leave. I was concerned that they might do some damage to our camp but it eventually quieted down and was all right.

The end of the trip became obvious as we saw the Water Gap coming into view, a large mountain barrier with the river narrowing to flow through it. We felt pretty good to know we had met the challenges the trip posed for us. Beaching our canoe, we now had to hitchhike the 100 miles back to our car in Narrowsburg. This made me chuckle, as I've always been opposed to hitchhiking as a dangerous thing to do. I've always told my children to avoid it. Now here I was about to do so myself! I could hear my lecture to them being replayed for me when I got home.

But along the Delaware, all you do is wear your life jacket to get a ride. Drivers along the river know the canoeists by this sign. We rode in a van, in the back of a pickup truck, and in an air-conditioned car that dropped us off less than a mile from our car. Sitting in the car after the long week, we just paused for a while to reflect, before heading back to pick up our canoe and then turn for home. A modest adventure, but one we'll always remember.

Carol DeCarlo, Pawling, NY

Opposite page top: The Delaware Water Gap. Below: The Roebling suspension bridge, a practice effort prior to undertaking construction of the Brooklyn Bridge.



Flying Colors Ltd.

468 THAMES ST NEWPORT, RI 02840

FLAGS·BANNERS·WINDSOCKS
FOR YOUR BOAT - BUSINESS - HOME
OPEN MON-SAT 9-5 (401) 846-0418



Largest Selection of Canoes
in New England
nearly 500 on display

Old Town, Alumacraft, Michi-Craft
White, Merrimack, Sportsman

Prices like the good old days.

FERNALD'S

Rt. 1A, Newbury, MA 01951
(508) 465-0312



My Arctic Adventure ~6

Report by Cail Ferris

We were fortunate to be given an arctic char by some local hunters from across the bay, they had caught it in a net. It was kind of them to share their catch with us. This was another wonderful experience in delicious eating after carefully baking the fish in aluminum foil over the fire. I only wish we had burned arctic heath instead of wood as arctic heath imparts a special flavor all its own.

The hunters also warned us about polar bears, which gave credence and plausibility to my concerns about them. It was nice to at last not be the only one carrying a functional firearm and taking care to not leave any food in my boat at night. As for the tents, the bears had six gourmet choices, but at least we had no food in the tents, and we did our toilet far away from them. We were all very smoky smelling from our wood fires, which is an odd odor to an arctic animal. Bears are generally motivated to visit campsites out of curiosity, and we had generated more than a little collection of curiosities. It is best to smell as much like a human being as possible to keep the bears at a distance.

You are probably wondering where all this wood we were cooking with came from. There are no trees in the arctic large enough to use for firewood. We found a pretty consistent supply of packing crate planks wherever we landed and we also carried a small extra supply with us. I always cooked on my trusty Svea and destroyed my food packages by burning them up in an arctic heath fire. Arctic heath is very prolific, otherwise I would not have used it as fuel.

On our seventh day, the wind still blew and on the grey horizon to the west we could see lenticular clouds. My friends decided we should leave to return to Pond Inlet anyway. I had some thoughts about, "Don't call us, we'll call you," and was glad to be wearing my dry suit and be afloat in a Klepper, but we launched anyway.

The old saying about how you can lead a horse to water but can't make him drink seems to fit some kayakers if revised to, "You can lead a kayaker to water but you can't make him think!" As Chuck Sutherland has often noted in his kayak safety articles in "ANorAK", "Cold water kills!" My friends were not ready to go for a swim, yet they were not experienced in rescue techniques or in how to deal with the physiological effects of cold water immersion. At this point on our trip I began to regret not having the capable company of some of my regular paddling companions from home, who were not able to join me on this trip. It was a bit frightening now to be with people who did not share my perspective on safety and the potential dangers where we were.

I knew that when we rounded Cape Hatt we would be pushing into a strong southerly wind and at that time I would part company with the rest and duck into the nearest available landing spot that presented itself. This is exactly what happened, but when I turned around upon making shore, I found that the rest had adopted my decision also. They were all right behind me. It was to be just a lunch stop in their view but they too were now not interested in any more punishment from that wind. The narrow beach I had chosen was just wide enough to accommodate our boats. We struggled up a steep knoll above the beach and set up camp.

After some extensive scouting we found a spring in a rock and clay bank which some thoughtful person who had been here before had marked with a stake. It was reassuring to realize we weren't the first to be stranded here. It was a tiny spring and filling a water jug required patience, but it was the only water we found, so the time required was a small price to pay for the precious commodity.

In my geological scouting I came across some extraordinary

green and red metamorphic stone. Some of it was, I believe, olivine, pyroxene, tourmaline and malachite. The colors were brilliant. While I was not sure of what they were and would have liked to take along some samples, the extra weight involved was not justifiable.

As I was later resting in my tent, a call came out that narwhals were swimming by. I took video of the pod of about 100 as they passed by our campsite headed for Milne Inlet. It was a precious experience to not only see them but hear their rhythmic breathing as they surfaced synchronously. Hearing the breathing of these sea mammals made me feel truly akin to them as a fellow mammal. Had I not decided to duck into this beach for our own well being, we would not have seen the narwhals.

Our eighth day presented us with sunny, balmy weather. We rounded the eastern tip of Cape Hatt and headed down White Bay to explore some of the area behind Curry Island. As we paddled south along the coast of Curry Island down the bay we began to notice an interesting change in the topography. The predominance of rocky cliffs was giving way to rolling green tundra meadows with hills you could run up and then come bounding down. Here and there on the hillsides were nestled lakes and ponds. Near shore were sandy shoals where we could easily see the bright yellow sandy bottom. We all relaxed some from yesterday's stresses, entertaining ourselves enjoying the surrounding panorama, cutting in amongst the rocks, and studying the bottom as we passed over, all the while basking in the warm sun.

We went ashore where we saw a sod house. Here we found recent remnants of occupation, tin cans and modern wooden flooring. It was a warm sheltered area easy to reach by boat or snowmobile as it faced south on a gentle slope. I found plenty of blueberries on the hillsides but we did not find a source

of water. This may have made the site useable for extended stays only when snow was on the ground.

We headed east across the eastern arm of White Bay heading for a green valley on Cape Knud Jorgensen, where we were to camp. We finally decided which side of the chosen delta was best after realizing that one place that appeared easy was instead a long, difficult carry over many boulders in order to get the boats above the tide line. We found the north side of the delta to be a shorter carry and not nearly as boggy.

Here we came across caribou prints and droppings, our first encounter with caribou, albeit second-hand, and we were delighted to at last have found some sign of the animals. We found some antlers, which were, unhappily, much too large to consider taking back with us.

The stream which ran down this hillside had been warmed by the brilliant sun shining on the dark peat soil, enough to encourage a quick sponge bath. My body had begun sending me messages such as, "Wash me or I'll start to itch!" My hair was particularly getting demanding in this way. Before I had left home, I had thinned out my two-foot long braids so that they still had the same length and appearance but only about half the actual bulk. I kept the length, as I had long since found it to suit me best for management.

After my washup I experimented with a new product made of non-woven rayon fiber called a "Pak Towel" (R) which I found absorbed more water than cotton and could be wrung out more completely and dried much more easily than cotton. I found I could duck my head into the still quite frigid water and wash my hair with an all-purpose soap called "H2O Sun Shower Soap (R)" which was suitable both for fresh and salt water use. To my great delight, both soap and towel worked as claimed and I felt as though I had returned to the modern day world again. On my previous trip to Newfoundland, dirty hair had become increasingly distracting as it kept on telling me ever more urgently, "I'm dirty, I don't like being dirty, I'm leaving!" I idly wondered how one washed hair in the space shuttles in their weightless environment.

On day nine we continued heading home to Pond Inlet in a roundabout way. The greying sky with mixed clouds to the west again showed more lenticular clouds indicating again strong winds from the south. We set off anyway to round Cape Knud Jorgensen, which we made without difficulty as the wind was behind us, but still I knew we had the makings of a difficult day. As we rounded the Cape I mentally noted a limited but useable landing area for emergency use, offering

bare bivouac potential. "Anything is better than nothing," I thought.

My less concerned companions somewhat blithely set off for the next likely landing spot five miles to the south into the now very strong south wind that was becoming adiabatic in nature, not blowing horizontally, but vertically down the cliffs so that it flattened the water. This was something that was not uncommon in the area, according to the Pond Inlet meteorologist, Herman Steltner. As we worked our way down this coast hugging the cliffs to avoid as much as possible exposure to these fierce winds, there was no doubt in my mind that this endeavour was not only futile but was courting disaster. Not only was the likelihood of our making that next landing place five miles ahead impossible, but now trying to turn our kayaks 180 degrees to go back presented problems which could easily bring on capsize. Going into the wind, while strenuous, was a relatively stable condition, but turning broadside to the blasts and then running downwind before them could bring on greater instabilities trying to maintain both balance and directional control. But I could barely move my boat into the winds, so something had to be done.

Then I noticed the lead boat was making for a landing at the base of a cascading waterfall where a tiny area large enough for landing one boat at a time seemed to exist. This appeared to be our only choice other than risking a turnaround. From the water, the site looked intimidating for camping, appearing to be a very steep side-hill. I quickly salivated from my kayak when I got there, not not concerned with protocol, and with tent out and in hand, located a reasonable site. Erecting the tent in the wind required judicious use of rocks strategically located to keep the force of the wind from overpowering my shelter. I devised an arrangement of rocks and leverage sufficient to keep the tent upright in this mad wind.

My feelings about the discretion of not only the leader, but of the entire group I was accompanying, was best expressed by Scott Joplin in his music. "Whew!"

(To be Continued)

SALT MARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (508) 636-3007



LOON SEA-KAYAKS

Wood-core, Fiberglass, Epoxy

REDUCED PRICES on all models

-NEW No-Maintenance Coating -

STRIP PLANK CONSTRUCTION

LOON-20' .55LB. \$1,340:

DOVENIE-16.5' .45LB. \$1,170:

HUMMINGBIRD-14' .30L. \$1,010

SKIMMER-21' .65LB. \$1,455

USED KAYAKS AND PLANS

INFO: BOX 253, SWALLPT. RD.

SEBASCO EST., ME 04565

207-389-1565

DRAGONWORKS, INC.

Importers of the Islander

Fiberglass & Plastic

Sea Kayaks

from U.K. & U.S.A.

Accessories • Tours • Instruction

RFD 1, Box 31AA

Bowdoinham, ME 04008

(207) 666-8481

Granta SEA KAYAKS

Now is the time to get a GRANTA kit and retreat to your basement. You can dream about Spring while you are putting together the precision routed panels that magically form themselves into a boat without the help of strong-back, ribs or stations. Everything needed to assemble a strong and very elegant kayak is included in the kit.

KITS:

ANGMAGSSALIK (190 lbs. Max.) 12'8" \$320

SEA ROVER 17 (33" Cockpit) 17'2" \$360

SCANDIAN DOUBLE (Two 33" Cockpits) 17'6" \$415

SPECIAL ON FULLY EQUIPPED FIBERGLASS KAYAKS:

(Backrest, Seat, Spray Cover & Foot Operated Flip-up Rudder Included)

TOURING SINGLE 14'6" \$690

SEA KAYAK 16'5" \$750

DUAL COCKPIT DOUBLE 17'1" \$940

LONG COCKPIT DOUBLE 17'1" \$940

HEAVY DUTY WATERPROOF BAG

W/FLOTATION, 30"x18" \$35

HUDSON CANOE

14 HILLSIDE AVE. CROTON, NY 10520

(914) 271-5387

THE construction of an ice-yacht is quite simple, but no craft requires a nicer balance of parts, better materials, or more thorough workmanship.

The Hudson, undoubtedly, has now the finest ice-yachts in the world, after an expenditure of about thirty thousand dollars in building them during the past fifteen or twenty years. The accompanying working drawings represent one of the best yachts of this region; and as the pages of a magazine do not admit drawings large enough to be a sufficient guide in themselves, a full and accurate description of its various parts is added. As no two yachts are alike, there is room for variation in some particulars that will be explained farther on. Her various timbers, of light, strong wood, are beveled and tapered wherever they can be without producing undue weakness, and the irons and other parts are all neatly proportioned. As the principal timbers are subjected to severe strains, they are not often notched or cut to let in other parts; and all the joints are accurately fitted. The chief timbers of an ice-yacht are arranged in the form of a cross, to which some braces are added to strengthen the whole, and support the spars; and a large skate is placed under each end of the T. Her general appearance is shown in Figure 1, where A represents the center-timber; B, the rudder under the stern; C, the runner-plank, with the runners, D D, under the ends of it; E, the mast-bench, to support the mast and bind the frame together; and F F, the side-rails, meeting at the deck, or box, at the stern.

The center-timber, A, of white pine, is twenty-six feet nine inches long; distance from center of runner-plank, or of the mast-step, to center of rudder-hole, twenty feet five inches; distance from outside of stern to rudder-hole, one foot eleven inches. On the under side it is three and a quarter inches thick from the stern to the runner-plank, then tapers to one inch and a half at the forward end. On top, it tapers from three inches and a quarter at the mast-bench to two inches and a quarter at the forward point of the box, and to one inch and three-quarters just forward of the top plate at the rudder-hole. Besides this beveling of the sides, it is tapered in depth each way from the mast-bench, the curve being on top toward the stern, and on the bottom forward of the mast-bench; eight and three-quarters inches deep at the mast-bench, eight inches at the forward point of the box, five inches and a half at the rudder-hole, and six inches at the forward end under the bowsprit.

The runner-plank, C, is made, generally, of spruce, or strong white pine, but ash is better; length, nineteen feet three and a half inches; distance from center to center of the runners, eighteen feet six inches; from center to center of side-timbers, six feet six inches; width, one foot two inches; thickness in center, three inches and a quarter; at ends, three inches; it is cut from a five-inch timber to give it an arch of one inch and a half on under side; the front lower corner is beveled, and sometimes

How to Build an Ice Yacht *

Reprinted from "Scribner's Monthly", 1881.

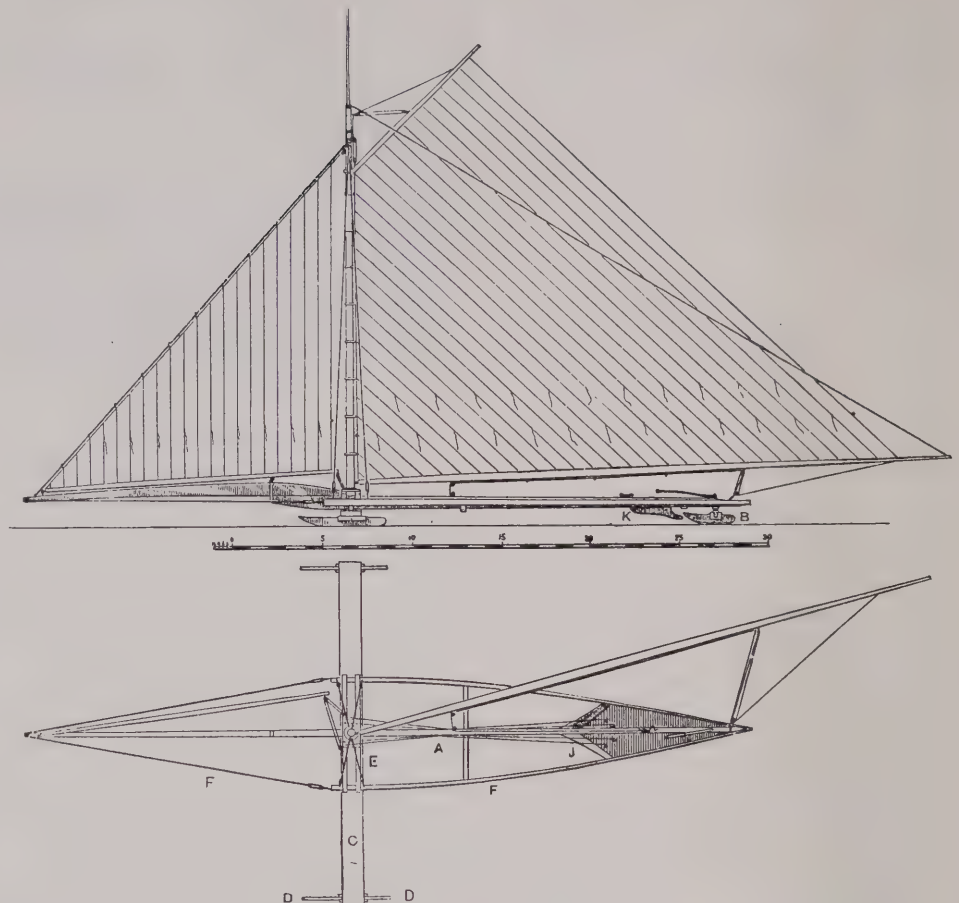


FIG. 1. PLAN AND ELEVATION OF AN ICE-YACHT.

* See "Ice-Yachting on the Hudson," in SCRIBNER for August (1881), for a picturesque and popular treatment of this subject.—ED.

faced with a light iron strap; it is sometimes covered on top with canvas glued on and tacked along the edges.

The chocks, G, for holding the runner-skates, are of white oak, one foot six inches long, two inches thick, and four inches deep; the outer one is held to the plank by four wood-screws, five and a half by one-half inch, or else by carriage-bolts; the inner one is fastened by two such screws passing through the tenons of the braces, H; these braces are eight and a half inches long, two inches thick, and three inches and a quarter deep at the chock. They are let a quarter of an inch into the plank, and mortised into the chocks and held by three-eighths inch screws. And all these joints of the chocks and braces must be very carefully fitted and glued, for they meet with great strain. The skate, or runner, D, is held between the chocks by a five-eighths inch bolt seven inches long, passing through the chocks two inches and a half below the plank; it passes through the skate two inches and a quarter below its top, and one inch abaft the center of the bearing or sharpened edge of the shoe, I. The plank is cut out a quarter of an inch at the edges between the chocks, to give the runners a chance to play up and down

four inches at the forward end.

The skates are a very important part of the ice-yacht. The wood of the runner-skates, L, of white-oak, is four feet eight inches long, two inches thick, and four inches and a half deep at the center. Although their shape is a matter of taste, yet the rise of the forward curve should be gradual, to allow the skates to pass easily over obstructions. This curve is shod with an iron strap. The shoe, I, of cast-iron, is four feet one inch and a half long, one inch and three-quarters wide next the wood, and one inch and a half deep. Both the forward and the after curves rise gradually in flat, not sharp, edges; the forward curve begins ten inches from the nose or point, the after one about three inches—in each case measuring along the curve. The shoes are held to the wooden part of the skate by four five-eighths inch bolts, tapped into the shoe; they are respectively three inches, five inches, five inches, and five and a half inches long, beginning with the after screw. The sides of the shoe descending from the wood are beveled to produce a width of about three-quarters of an inch at a point about three-eighths of an inch above the bearing edge. From there the bevels, each about half an inch wide, descend to the sharp edge, and

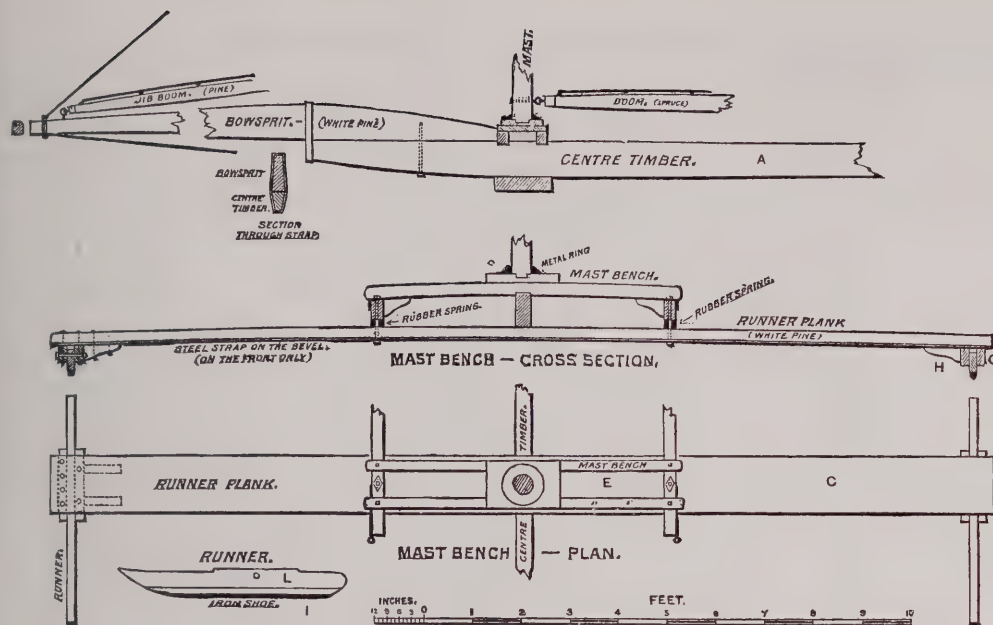


FIG. 2. PLAN AND ELEVATION OF MAST-BENCH AND RUNNER-PLANK.

meet at an angle of one hundred and five degrees—a little more obtuse than a right angle. The sharp edge, which is about two feet eight inches long, has a curve or rock of at least one-eighth of an inch, and the flat surfaces of the rising curves very gradually narrow as they descend to the edge. The bevels of the cast-iron shoe are planed straight, of course, and the curves of the edge are finished by filing and whetting. The edge should be keen enough to readily scrape a shaving from the back of a finger-nail. Every first-rate ice-yacht has two sets of runners—one very sharp, and the other blunter, but smooth on the edge. For a blunt runner runs rather better than a sharp one in a light wind and on soft ice; and a sharp runner goes better on hard, smooth ice and in a strong wind.

A sharp rudder-skate is needed on every kind of ice. After the skates have been used awhile, they show where the curve can be reduced or increased, to give a better bearing than can be had at the first filing. If the edges of the skates be true, properly curved, and exactly parallel, each skate, when the boat goes straight, makes only a single fine line, scarcely visible on hard, black ice.

The mast-bench, E, of ash or oak, is made of two pieces: the length of the forward one is about six feet nine inches; the after one is a little shorter, as the side-rails converge toward the stern; they are three inches and a quarter thick at the center, three inches at the ends, and three inches wide, and arched one inch and a half on the under side. They are let into the center-timber half an inch, and fastened to it by a six by one-half inch lag-screw in each; and fastened on top of the side-rails by a half-inch bolt at each end. The bench, one foot wide, is covered amidships by a two-inch black-walnut piece called the crown, eighteen inches long by eleven and a half inches wide, which is screwed on top of the bench. A block is screwed on to the center-timber to fill up the space between

the halves of the mast-bench and make a solid, level bed for the mast-step. This crown has some beads or moldings turned on its upper surface about the center, to surround the mast-step, and give it a finish. As the mast is held up by the shrouds, the step is only one inch deep,—a square hole in the crown.

The bowsprit, of white pine, is seventeen feet seven inches long; depth at the mast-bench three and one-fourth inches, at the end of the center-timber nine inches, and at the forward end four inches. Its width on top is three and one-fourth inches at the mast-bench, tapering to three inches at the end; and on the under side it is three and one-fourth inches wide along the center-timber, and tapers to three inches at forward end. It has an arch of one and one-half inches on the under side, and the forward end drops three inches, so that its upper side here is on a line with the top of the center-timber. It is mortised into the mast-bench and held to the center-timber by a twelve by five-eighths screw, and by an iron band one and one-fourth inches wide by three-eighths of an inch thick. Each of the bowsprit shrouds, of three-eighths of an inch iron rod, is welded to a flat strap one-half inch thick by one and a half inches wide and six or seven inches long. These straps are each bent square, so as to meet in the center of the end of the bowsprit, being let into the wood. They are then held by a cast-iron cap, which covers the end of the bowsprit. The bowsprit is stiffened by a spreader for the shrouds and the jib-stay. The arms of the spreader are welded to a collar or band slipped on the bowsprit; or, the spreader may be fastened to the bowsprit by a rod passing through it and resting on the jib-stay, passing aft under the bowsprit.

The after ends of these shrouds pass through an eye in the end of a strap two feet long, two inches wide, three-eighths of an inch thick, which is screwed on to the outside of side-rail and covered with the casing.

The side-rails, of pine, cased on the out-

side with black-walnut or butternut and a spruce bead, are twenty-three feet one inch long; the thickness from forward end to the outer corner of the box is two and one-fourth inches; on top, from this point to the after point of the box, it is one and one-eighth inches thick, beveled on inside; on the under side, at this outer corner of the box, it is one and five-eighths inches thick, and tapers to one and three-eighths inches at the stern. The depth at the mast-bench is four and one-fourth inches; at the outer corner of the box, four inches; at the stern, three and one-half inches. Each side-rail is fastened to the runner-plank by a bolt one foot four and one-half inches long by seven-eighths of an inch. A brass-top plate with a thimble for passing this bolt through is let into the top of the side-rail. Another plate or strap of iron, one-fourth of an inch thick, two and one-fourth inches wide, and two feet one inch long, is put on the under side of the side-rail, to which are fastened the eye-bolts for the shrouds, the bolts holding the mast-bench to the side-rails, and through which passes the bolt holding the side-rail to the runner-plank. A pattern of this plate is readily made while building. Put under the rail a piece of one-fourth inch stuff, of the right length and width, and bore the holes for the eye-bolts, etc., through the rail and pattern. The pattern may then be sent to the machine-shop for an exact guide in making the plate. A washer protects the under side of the runner-plank from the nut of the latter bolt. A three-inch by three-inch round rubber spring surrounds this bolt between the plank and the rail; or a more solid arrangement is to raise there a block of rubber to extend clear across the runner-plank. If no rubber spring be used, a block of wood on top or underneath the side-rail builds up between the runner-plank and the end of the mast-bench. The side-rails are strengthened by an ash brace half-way between the forward end of the box and the mast-bench; it is generally two and one-fourth inches wide, one and one-fourth inches thick at the center, and one inch thick at the ends. It is screwed on (not let in) the bottom of the center-timber and the side-rails.

The box or deck is nine feet six inches long on the center-timber, and one foot six inches wide at the corner, inside measurement. The floor is alternate strips of five-eighths inch red cedar or black-walnut and pine (without beading), one and one-fourth wide, running straight across. They are let in flush with the under side of the center-timber and the side-rails; they are put on with screws, and the ends are covered with the casing. The curved bulkhead, J, of black-walnut (steamed) or butternut, flares or inclines forward; it rises about seven and a half inches up the center-timber, against which it is screwed, and it fits against a slight shoulder beveled outward and forward from the lower and inner edge of the side-rail. Its upper edge projects over the side-rail to the casing. The floor is screwed to its lower edge, and it is made solid and firm, to stiffen the stern of the boat. A hair-cushion covers the floor.

The jumper, K, is an oak prong under the floor and center-timber, to prevent the rudder from catching on the edge of the ice when the boat jumps a crack or some other obstruction. It is two feet one inch long, of which one foot three inches is the straight bearing part on the floor. The lower side of the prong is seven inches below the floor. It is two and a half inches wide or thick on the floor, and one and three-fourths inches at the end of the prong. Its lower front side is shod with a half-inch half-round band of iron at each edge. It must not interfere with the point of the rudder, and the prong must be so low that the point of the rudder cannot drop below it.

The under side of the floor is provided with an arc of oak half an inch thick by two and a half wide, placed above the point of the rudder, so as to receive the blows from this when it is suddenly thrown upward by rough ice.

The wood of the rudder-skate, B, of white oak, is two feet five inches long, five and a half inches deep, two inches thick. The cast-iron shoe is two feet and one-half inch long, one and a half inches deep, one and three-eighths inches thick. Its bevels are the same as those of the runners; the bearing edge, one foot three inches long, begins six inches from the forward end of the shoe, and has a curve of one-eighth inch. It is held on the wood by three five-eighth bolts tapped into the shoe. The wood has a square plate of one-quarter inch iron set in flush on each side; and the skate is pivoted snugly between the jaws of the post by a pin passing through these plates, two inches below the top of the wood and plates, and one inch abaft the center of the sharp edge of the shoe. The forged rudder-post is nine inches long above the shoulder, M, and one and three-eighths inches in diameter; it is one and five-eighths inches in diameter just below the shoulder, M. The shoulder is two and three-fourths inches in diameter. The jaws are three inches long in the clear inside, with a spread of two inches to hold the wood snugly; they are half an inch thick in the center, and about two inches and a half wide; the whole is turned up true, and a square head made to fit into the tiller, and a nut on top. The pivot for the rudder passes through the jaws about two and one-eighth inches from their top, to allow the point of the rudder to play up and down about seven inches below the floor, or drop two inches below a level line. The shoulder or the skate can be filed off to secure this play. A rubber spring, two inches and a quarter deep by three inches in diameter, is placed on the shoulder, with an iron washer above and below it. A top-plate of brass with a thimble, on the center-timber, and also a bottom-plate of iron with a thimble on the floor, give the rudder-post firm and snug bearing. As the top-plate, of a diamond shape, six inches long by two and five-eighths inches wide, is let into the center-timber where it slopes down to the stern, the hole for the rudder-post must be bored on a corresponding slant. The tiller, two feet nine inches long, and one inch in diameter near the post, increases in depth toward the end, to take a secure hold of

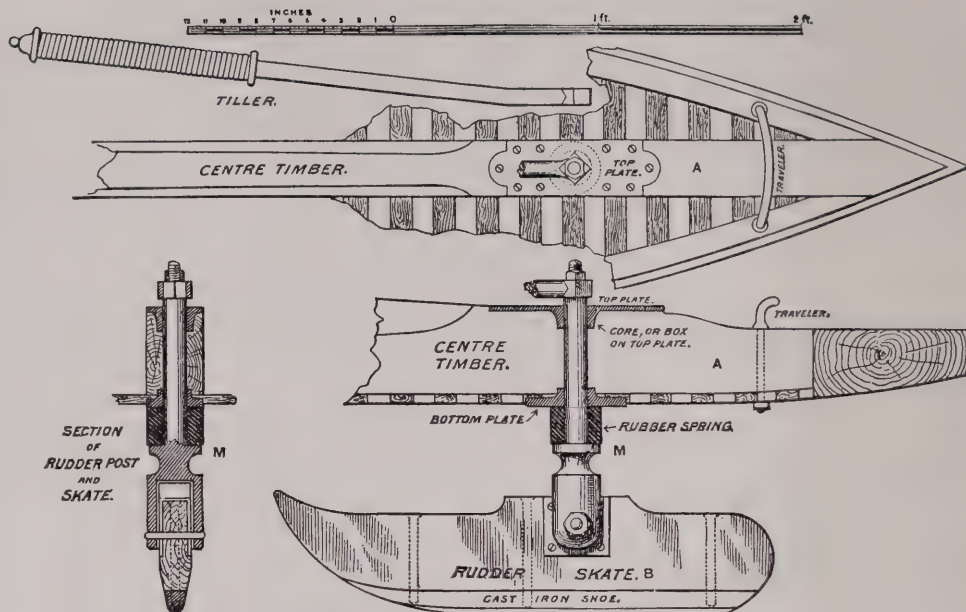


FIG. 3. DETAIL OF STEM AND RUDDER-SKATE.

the square head of the post. It may taper toward the handle, which is wound with cord.

The rigging of an ice-yacht is as important as the skates, for if the sails are not flat and properly balanced, she will be a slow and unmanageable craft. The sloop-rig is the most common; but the cat-rig is occasionally used. The lateen-rig was tried with very promising success the past winter. The sail was hoisted between a double mast rising from the ends of the mast-bench and meeting aloft as the legs of the letter A. The masts must be high enough to allow the yard on the head of the sail to fall off as much as the boom does; and yet the sail must not sag much on to the masts. The boom and yard are linked together; the boom is made fast, either at its forward end to the end of the bowsprit, or else at the mast-bench. The long boom may be stiffened by spreaders, but they are found to be unhandy attachments. The frame of such a yacht may consist of only a strong center-timber, a bowsprit, and a runner-plank; and wire-rope stays may run from the stern to the ends of the runner-plank, and forward to the end of bowsprit, to stiffen the whole. The mast would rest on the plank, and the box would be built on top of the center-timber. This rig, presenting a single surface of canvas that can be kept uniformly flat and trimmed close, enables the yacht to point very close to the wind, and to obtain the full power of the wind without back drafts.

For the ordinary sloop-rig of the yacht previously described, the mast is twenty-two feet six inches long, five inches in diameter at the foot, four and a half inches at the rigging,—which is three feet below the head,—and three and a quarter inches at the head, which is ferruled or hooped. The mast is not shouldered for the rigging; a couple of hounds are put on. The topmast, four feet long, fits into a two-inch hole in the mast-head. The boom is thirty-two feet ten inches long, two and a half inches thick at the ends, and five inches vertically in the middle. In all the spars the vertical diameter is greater than the horizontal—in

the proportion of five to four—the point being downward. They have a walnut rib-bon, or jack, to which the sails are laced. The blocks are of lignum-vitæ, with brass sheaves and patent bush. The boom is held to the mast by two (three-eighth inch iron) eye-bolts; the shanks of each are square; that going into the boom is ten inches long. The gaff is ten feet five inches long with the jaws, two inches thick at the ends, and three inches vertically at the thickest part. The jib-boom is held to the bowsprit by two eye-bolts; that going through the bowsprit has a collar two and a half inches from the eye, to keep the jib-boom up off the bowsprit. It is sixteen feet two inches long, two and a quarter inches thick at the ends, and three and a quarter inches, vertically, at the thickest part. The jib-stay, starting from the mast-head, or the band of the peak halyard-block, passes through a hole in the bowsprit four inches from the end. The jib-sheet passes through a hole in the mast-step, and runs aft. The cleats for the halyards and sheets may be either just forward or just abaft the bulkhead. Usually the throat-halyard and jib-sheet are on the port side, and the peak and jib halyards on the other.

The standing rigging is of the best charcoal wire-rope, one-half inch in diameter, galvanized; and it is rigged with ordinary turn-buckles. The iron-work is generally covered with silver-bronze powder, dusted on to varnish when it has dried enough to be sticky.

The dimensions and shapes of the sails are shown in Figure 1. The lift of the main-sail is one foot, that of the jib six inches. The canvas must be much heavier than that used for a sail of the same size for water-craft. Number six duck, single-bighted, is the best; number eight also is used. The sails, when furled, are protected by canvas covers.

The best order of operations in building an ice-yacht is: set up the center-timber, put on the side-rails and mast-bench, put in the bulkheads; turn the frame over and put on the floor, turn it back and put on

the casings, fit on the bowsprit; true up the runner-plank on one edge and see that there is no wind in it, fit it on the side-rails, square across the center-timber, the ends being equally distant from the rudder-hole; put on the inside chocks for the runners, square across the plank; make the runners and lay them against the chocks; they must be carefully adjusted to be parallel with each other by laying a straight-edge or other stick across from one to the other, first at the forward end of the sharp edge of the shoe, and then at the after end of this edge; when they lie true, against the inside chocks, put on the outside chocks so that the skates are held snugly but can be swung a little up and down. The rudder and rigging are then completed. The easiest way to ship and unship the mast is to turn the frame—without the plank—on its side, then the mast can be stepped and rigged in a horizontal position; she is afterward righted and put on the runner-plank. In storing an ice-yacht, take down the spars, unship the rudder, runners, and runner-plank; the frame, then quite flat, is put on even bearings, to keep its true shape. The runner-plank is laid on its top, with a block under each end to prevent it from twisting or losing its arch. The shoes are coated with varnish, or blue ointment, to prevent rusting.

The ice-yacht here described is one of the medium size, belonging to the first class: length over all, fifty feet ten inches; width between runners, eighteen feet six inches; area of sails, five hundred and thirty-eight and a half square feet; weight, complete, eight hundred and fifty pounds; thickness of clear-water ice required to run her, four inches. Mr. Jacob E. Buckhout, of Poughkeepsie, N. Y., builds such a boat for four hundred and fifty dollars. There are larger boats, one of them having these dimensions: length over all, sixty-eight feet ten inches; width between runners, twenty-five feet seven inches; weight, complete, two thousand three hundred and sixty pounds; area of sails, one thousand and seventy square feet; thickness of ice required, seven inches. One of the smallest size has a length of thirty-four feet five inches over all, a width of eleven feet three and a half inches, and carries two hundred and forty-eight square feet of canvas.

There are, of course, still smaller ice-boats, cobbled together by boys out of whatever odd pieces of stuff they can collect. The largest ice-yachts are the fastest and the steadiest in their motions; but they require more outlay, more ice, more men to handle them, and more trouble generally. It is, therefore, generally conceded that small yachts—say from fourteen to sixteen feet length of frame—afford the most amusement, by running on thinner ice, being more readily pushed in a calm, by requiring only a couple of men to put them on or off the ice, and, in short, by being more convenient in many ways. And as many persons would not care to build so expensive a yacht as these large ones, I add here the dimensions of a small yacht, suited to the average conditions, and a few hints about some different and some cheaper ways of building. Some men do not desire an ice-

yacht to be very light; they prefer the above yacht to weigh eleven or twelve hundred pounds, instead of eight hundred and sixty pounds. They say that the momentum of a heavy boat carries her through calmer currents of wind and rough places on the ice; and that she thus sails faster, even in light winds; but on very short tacks she does not get headway so quickly. Those who favor lightness say that they can add ballast or passengers in heavy winds, and have her light in light winds, to push and handle. As far as one can judge, the question is still unsettled, but the majority of sailors prefer light yachts. Most of the boats built heretofore have round sterns; but the pointed stern, considered the strongest and cheapest, is less likely to bear on the ice when the yacht heels over or "lifts" very much. The radius of the round stern for the above yacht is ten inches and a half to the outside, with the rudder-hole as the center; the side-rails are twenty-one feet three and a half inches long from the forward end to the center of the lap-joint, about opposite the rudder-hole, by which the semicircular piece forming the stern is joined to the side-rails; the center-timber is twenty-five feet eight and a half inches long. The mast-bench may be a straight two-inch pine-plank instead of two arched pieces; the side-rails may be of the same depth and thickness from bench to stern; a chock or brace may be placed on the under side of the side-rails, to bear against the after edge of the runner-plank and relieve the strain on the bolt holding the side-rails to the plank; a simple eye-bolt may be used instead of a traveler for the main-sheet block at the stern; a back-stay may be placed about three feet six inches abaft the runner-plank; a truss can be screwed on top of the center-timber if this prove to be weak; or it may be strengthened by passing a rod from the forward end of the timber, under the plank, and attaching it in front of the jumper. One of the latest improvements is a bobstay of half-inch wire-rope, running from a hook let in under the band or cap at forward end of the bowsprit, passing through a groove in an oak block screwed to the under side of the runner-plank, and made fast to a hook on the center-timber just forward of the jumper. This bobstay, by keeping the bowsprit from lifting, keeps the jib-stay taut. Many yachtsmen desire the whole craft to be stiff enough to be lifted by the bowsprit without springing the latter perceptibly; but in most yachts the bowsprit will spring up about six inches when the yacht is lifted by it. There should be considerable spring in the runner-plank; the wider the side-rails are apart, the thinner the runner-plank may be.

A smaller yacht is of the following general proportions, the details and methods of construction being the same as those already given, and some allowance being made for the decrease of size: length of the center-timber twenty-one feet seven inches; length from outside of stern to the rudder-hole, twenty-six inches; length from rudder-hole to mast-step, fifteen feet; length from mast-step to forward end, four feet; thickness on bottom, three inches. It tapers on the upper

edge from three inches at the mast-bench to two inches just forward of the rudder top-plate. It is eight inches deep at mast-bench; seven inches and a half at forward point of box; five inches and a half at rudder-hole; and six inches at forward end. The runner-plank is fourteen feet six inches long, fourteen inches wide, and two and three-quarters inches thick in the center. The distance between runners is thirteen feet six inches; distance between side-rails, five feet. The chocks are eighteen inches long, two inches thick, and four inches deep. The braces are nine and a half inches long, one and three-quarters inches thick, and three inches deep. The wood of the runner-skates is four feet six inches long, one and seven-eighths inches thick, and four inches and a half deep at the center. The shoe is four feet long, one and three-quarters inches wide, and two and a half inches deep. The mast-bench is about five feet three inches long, and three inches thick at the center; the bowsprit twelve feet six inches long, three inches deep at mast-bench, six inches deep at the end of the center-timber, and three and a half inches deep at forward end. It is as thick on the bottom as the top of the center-timber along this timber, and tapers to one and seven-eighths inches thick at forward end. The side-rails are three and a half inches deep, and one and three-quarters inches thick at the forward end; they taper in depth to two and seven-eighths inches at the box, to two and a half inches at the stern. The jumper is twenty-four inches long. The wood of the rudder-skate is twenty-eight inches long, three and a half inches deep, two inches thick. The shoe is twenty inches long. The rudder-post, etc., are of the same dimensions as those of the larger yacht. The tiller is thirty inches long. The mast is twenty feet long, four and a half inches in diameter at the foot; the boom is twenty-four feet long, gaff, ten feet, the jib-boom, eleven feet six inches long. The mainsail is twenty-three feet on the boom, nine on the gaff, fifteen on the hoist, and twenty-eight on the leach. The jib is sixteen feet six inches on the hoist, and eleven feet on the foot.

OVER 700 NAUTICAL VIDEOS for sale and rent. SEVEN OCEANS VIDEO, 23 Warner St., Newport, RI 02840, PH: 401-846-0001.

ATLANTIC SAIL TRADERS

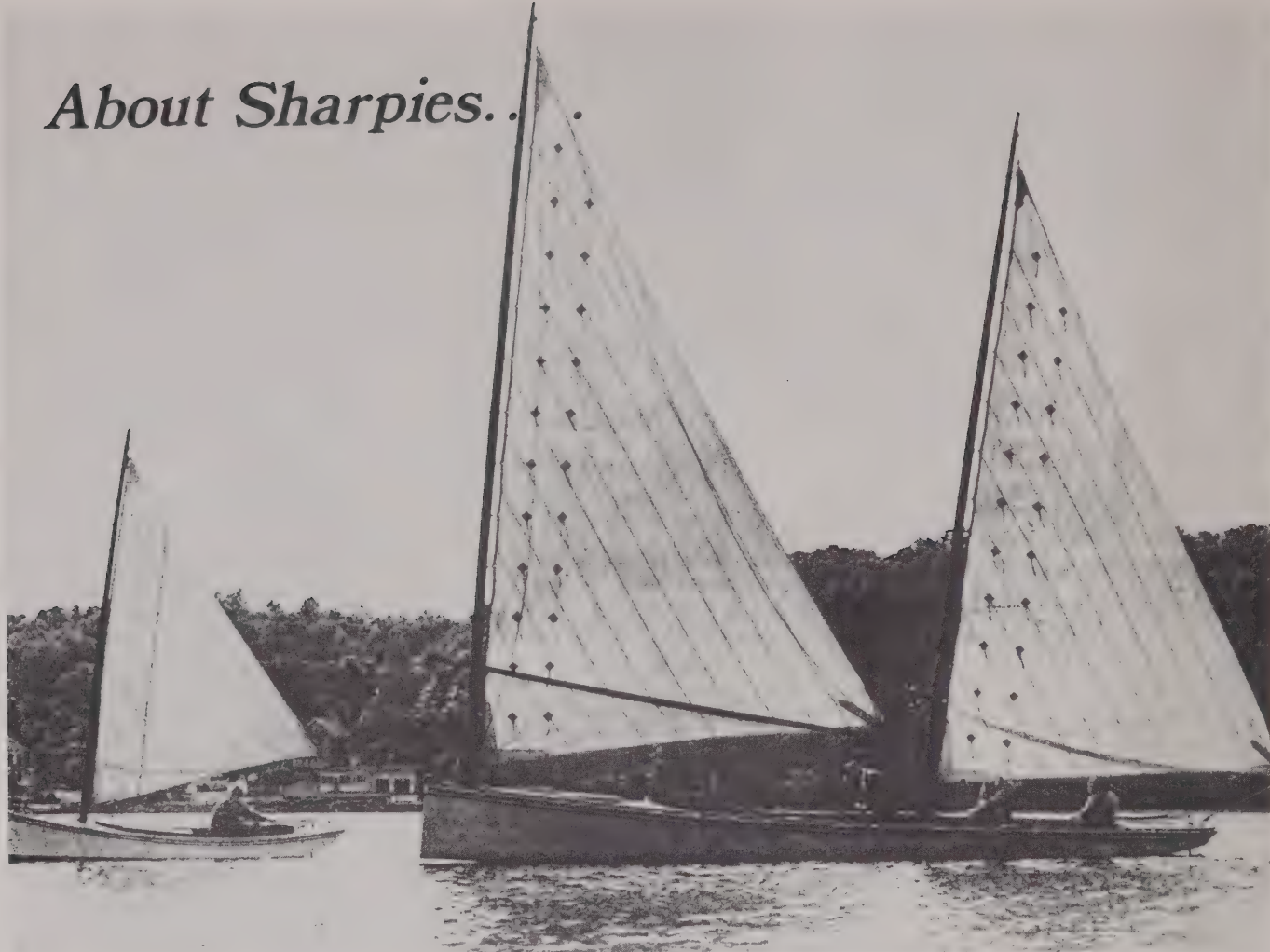


NEW & USED SAILS, buy, sell, trade
luffs 10'-60' surplus mains 10'x
6'2" \$40, 14'x7'2" \$50, 17'8"x8'5"
\$75 jibs 12'x5'6" \$35 Spinnakers
14'x10' \$100 all new

(813) 351-6023

4130 N. Washington Blvd. • P.O. Box 12313
Sarasota, Florida 34278

About Sharpies...



New Haven Oyster Sharpie under sail in the Mystic River in 1974 (Photo: K. Mahler)

In response to David Carnell's inquiry in the December 15th issue ("More About Sharpies") I would note that the sharpie is usually described as a simple skiff or flat-bottomed boat adapted to sailing by the addition of spars, a centerboard and rudder. The variation David calls attention to, with a single oar doing duty for both rudder and leeboard, is one that I too would like to learn more about. Although it doesn't look like it would sail at all well to windward, the sharpie in its many variations is often able to do the unexpected.

The quintessential and famous New Haven sharpie, for example, is a functional yet strikingly elegant variety developed around the 1830's for tonging oysters in the shallows in and about New Haven harbor. Its unusually long and narrow hull, with a length to beam ratio running about five to one, suggests development from the long dug-out canoes it eventually replaced in the local oyster fleet. Characteristics of the New Haven sharpie are: Cat-ketch rig with tapered, rakish spars; triangular sails and sprit booms; a flat bottom, planked athwartship and rockered at both ends, more severely at the stern; a sharp plumb bow; a large center-

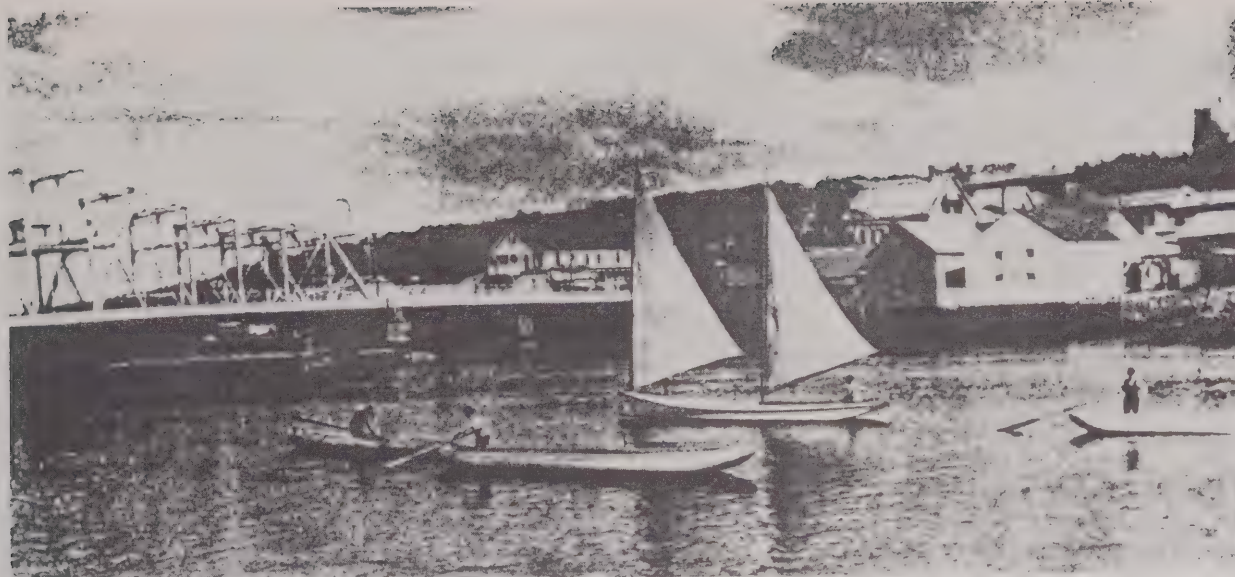
board trunk; a handsome, functional fantail; and an elongated, balanced rudder. A working 35 footer with white pine planking and a backbone of oak would weigh not much more than a ton and draw four inches empty and about twice that with some 170 bushels of oysters aboard. Though not intended for work in waters deeper than fifteen feet, in addition to being a swift sailer as her lines would suggest, the New Haven sharpie turned out to be surprisingly seaworthy. There is considerable merit in the design of an unballasted boat that can beat sloop-rigged sandbaggers of comparable size in a race and can function in conditions of wind and sea that other hulls and rigs built to be seaworthy cannot stand up to!

It was not long before sailors with an eye for simplicity began to build scaled-down versions or "Sunday" sharpies for recreational purposes. In the 1880's, designer Ralph Munroe tinkered with the classic New Haven design, adding a bit of beam, ballast and cabin, but retaining the sailing characteristics of the working boats. His most famous design, "Egret", was a 28' double-ender with a cat-ketch, fully-battened shoulder-of-mutton rig

on sprit booms, and a hull ballasted with fifty to seventy-five bricks. Munroe was marching to a very distant drummer, however, in an age when yachts inevitably had long ends and deep keels.

Readers of the ads and articles in "Wooden Boat", "Small Boat Journal", and "Messing About in Boats", may have noticed a revival of interest in the sharpie. For some time now, Phil Bolger and other contemporary tinkerers have been advocates of boats with sharpie characteristics, and Bruce Kirby's Norwalk Islands Sharpies and Douglas Alvord's Maine Sharpies have made available a considerable range of modern designs for the recreational boater, from about 12' to 31'.

The sharpie hull shape is readily adapted to construction in epoxy-saturated plywood and is therefore relatively inexpensive and easy to build. With an unstayed cat-ketch rig the sharpie can do stunts that startle sloop sailors. It can run and pull up after a jibe harmlessly in 25 knots of wind, depower to maneuver about an anchorage under a lone mizzen sail, and use its enormous centerboard in shoal mud or sand as a depth-sounder, a brake, or even a



A New Haven sharpie and dugouts on the Quinnipiac River, New Haven, Connecticut, about the turn of the century.

fulcrum to turn a corner on. No matter how it is built, a boat with a high-aspect rig or a lot of freeboard and a cabin will not look or sail like a sharpie. For the day-sailer or coastal cruiser who is willing to forego the luxury of standing headroom, the sharpie is a marvellously swift, seaworthy, practical and eye-sweet design.

Jim Lacey, Willimantic, CT.

Sharpie yacht *Pelican* built in 1885 for Florida waters. She was a successful shoal-draft sailing cruiser.



Interested in traditional small boats?

JOIN TSCA!

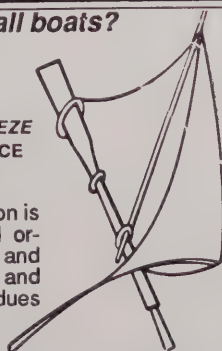
MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO *THE ASH BREEZE*
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to:

The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355



SCHORPIOEN

a sailing yarn, a novel, from one of the world's great small boat designers

PHILIP C. BOLGER

that is nautically impeccable, clench-nails you to your chair, and may even be of socially redeeming value.

Soft cover, 208 pages, \$12.95. At your nautical bookseller, or by mail, postpaid from its publisher, Duff & Duff, 28 Harbor Road, Mattapoisett, MA 02739

DESIGNS & PROJECTS



Proa Update

Since my last report on my budget car top proa in the November 15th issue of "Boats" I've carried on further development. We had an August week with lots of wind in the west passage of Narragansett Bay, steep chop from the west. The proa would stop and go in these waves, so the cross beams will be raised a lot for this coming season. I did not have this problem sailing on Casco Bay and Buzzards Bay.

I replaced the straight spars with curved ones. The new mast is from one 18' closet pole, cut in half lengthwise and glued back together in a curve with 3/8" added to the center. New boom is 1-1/2" aluminum tubing, bent. A new sail was made to fit these new curves, 25% smaller than the earlier sail with more area forward.

Small weight distribution changes would steer the proa, and I discovered that if I needed a rudder,

the proa was not being sailed right. Moving weight forward headed the proa up, moving it back made it fall off. No board, no rudder, just hull shape and body weight placement.

As the proa picks up speed it gets very quiet, the hull makes no noise going through the water until the tack of the sail plunges.

Don Betts, 135 Plymouth St., Brooklyn, NY 11201, (718) 643-1688.

Designs 100 Years Ago

Improvements in Boat-Building.

THE materials of which canoes are made in this country are wood, paper, and canvas, with a decided preference for wood. The method of putting the wood together has been copied from common row-boat building, and the greater part of the canoes here are made on the "lap-streak" plan. Within the last two years a new method has been tried, and sufficient time has now passed to enable canoeists to form an opinion of its merits. The idea underlying the new method of construction is to make a seamless boat of uniform thickness throughout, of the same finish outside and in, and without ribs. The materials are thin veneers, laid one over the other, and firmly fastened together with water-proof cement. The veneers, as far as can be learned from an examination of some of the boats, appear to be taken from the log by cutting round it as in making veneers for wall decoration. Three veneers are used, placed at right angles so as to break or cross the grain of the wood, the two outer veneers being placed with the grain at right angles with the keel of the boat. No joints or seams can be seen on the boats, and the inference is that, in cutting the veneer, a log as long as the canoe is used, and the strip is sufficiently wide to form one half or side of the boat. These veneers, when cemented and cut to shape, are placed under heavy pressure and molded into the exact shape of half a canoe. Two of these sides are then brought together over the keel, and the keelson is laid over the joint, and the whole is fastened together by screws passing through the keelson and through the veneers into the keel. By this arrangement, the joint between the two parts of the seamless sides is made secure from actual contact with the water either without or within. The keel is level, and

continuous from stem to stern, and the joints between the two pieces of veneer at the ends are closed by brass moldings riveted on and making the stem and stern-post. This method of construction gives a seamless, water-tight boat, precisely alike on both sides, admirable qualities for speed, dryness, and cleanliness. There are no corners and hidden recesses where bilge-water may lodge. To insure strength and dryness, a deck of the same material is laid over the boat, the joint between sides and deck being closed by a bar on the inside and a light molding on the outside. In the canoes examined, sealed compartments at each end make them safe, as it has sufficient flotation for safety, even when full of water. Canoes of all models, both for paddling, sailing, cruising, and hunting, are made in this manner, and even row-boats of moderate dimensions. The canoes examined were of the "Shadow" model, and, while there appears to be some objection to this model for a paddling canoe, the general opinion seems to be that the method of constructing the canoes is admirable, as they are light, strong, safe, and durable. The workmanship and fittings of the boats appeared to be excellent.

Novel Boat-Rig.

By a new system of arranging the masts and standing rigging of small boats, it is claimed that great steadiness is given to sharp and unstable boats, thus making it possible to use them in "flaw" winds, and in very rough water. The idea is to give the mast a free play in every direction, so that, in place of dragging the boat over in a sudden gust of wind, the mast will yield to the pressure without affecting the boat. The mast, in-

stead of being "stepped," or fastened rigidly to the boat, is rested on a movable frame that allows it to tilt or move freely in every direction. To maintain it upright, powerful springs are attached to the frame and to the sides of the boat. By this arrangement the mast, when not under any lateral pressure, remains upright and carries the sail in the usual position. Now, if a sudden gust of wind presses on the sail and tends to pull the boat over, the springs give way slightly and allow the mast to bend, and the pressure on the sail is relieved. The excess of wind caught in the sail is, so to speak, spilled or lost over the top of the sail, and as soon as the gust has subsided the mast returns to its upright position. In driving the boat against a head sea, the effect is reversed. The boat, instead of plunging through the wave under the pressure of the wind on the sail, rises on the wave, and the mast yields and bends, allowing the sail to lose its wind for the moment. The instant the wave is passed and the resistance ceases, the mast returns to its upright position and the sail again takes the wind. To secure still further elasticity in the mast, the shrouds and standing rigging are fastened to springs that yield under the strains on the mast, and allow it to move freely in every direction. The amount of pressure required to bend the mast can be controlled, according to the wind, by regulating the springs by means of screws and nuts on a guide rod in each spring. The plan is one that is worthy of careful experiment by boat-builders. So far, in the few experiments made with the spring-stepped mast, it is found to work successfully. The boat is not affected by sudden increases of wind-pressure on the sail, nor by the back-pressure caused by rising on a wave, as the mast moves first, and the pressure is spent without affecting the boat.

Jellyfish Oar

In the book "Buckminster Fuller's Universe: An Appreciation", by Lloyd Seiden, amongst all of Fuller's concepts in design was one small piece on a unique oar he

created and used. Reader David Carnell of Wilmington, Delaware, sent on this copy of the short description of the "jellyfish oar".

One of Bucky's earliest Bear Island inventions modeling Nature was a mechanical oar patterned after the motion of jellyfish. It consisted of a tepee-like cone mounted on the end of a pole and resembled an inside-out umbrella. Standing at the rear of his boat, Fuller would pull the pole toward him through a large iron ring attached to the rear of the boat. As the peak of the umbrella-like invention pointed toward the boat, it displayed little resistance. However, when it was pushed backward into the water, the cone opened, propelling the boat forward.³¹

That simple device allowed Bucky to push his boat with almost the same force as if the pole were touching the bottom of the waterway. He employed his "mechanical jellyfish" to propel his boat far more rapidly and with less effort than was possible using conventional rowing techniques.³² Thus, he found that the time required to complete his daily chore of rowing the four-mile round-trip mail run to Eagle Island was cut in half

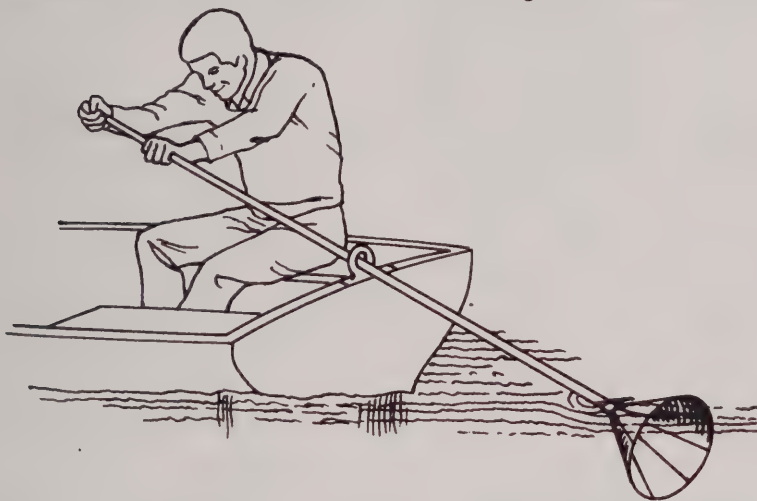


Fig. 1-5 The mechanical jellyfish young Bucky invented to propel his small boat.

by employing his mind rather than mere muscle. Bucky also discovered that his boat trips were much safer and more enjoyable because he could perform the pushing maneuver while facing forward so that he could see any hazardous or interesting events developing in front of him much sooner than if he were rowing facing the rear.³³

More on the Oar

A clipping from the "Wall Street Journal" about some MIT students taking another look at oar "technology" was sent to us by reader John King of Watertown, Massachusetts. Interesting stuff and here it is.

Oars of Old Go Back To a New Drawing Board

THE OAR, a seemingly unscientific device, is taking on a scientific slant.

Students at the Massachusetts Institute of Technology are trying to improve oar design with the kinds of high-tech computer simulations used for creating faster sailboats and speedier aircraft.


The project, funded partly by the U.S. Rowing Association, was organized by Norman Doelling, executive director of MIT's Sea Grant program, who began rowing for fitness three years ago.

"When I asked rowers why oars look the way they do," says Mr. Doelling, "they said, 'That's the way God made them.'" But he figured they could be improved. For one, he believes, the symmetry of oar blades is probably less than ideal, because upper and lower edges encounter different forces during a stroke.

The MIT students are devising computer models of oars that take into account both lift and drag—the same forces acting on airplane wings. Real-life models of their ideas go through sophisticated tests in a water tunnel—the aquatic version of wind tunnels—and in rowing experiments on the nearby Charles River.

Besides altering oar shape, the current version of which came into fashion in the 1950s, the researchers are investigating oars that are flexible in places and stiff in others. That might enable a rower to momentarily store energy in an oar and get it back when most needed—sort of the way pole vaulters do.





Small Boat Exchange
JOHN L. FREEMAN

DAYSAILERS • CRUISING SAILBOATS
CLASSIC SEAWORTHY POWERCRAFT
ROWING SHELLS • FINE ROWING CRAFT
CANOES • KAYAKS • DINGHIES
CUSTOM BOATBUILDING

ON THE WATERFRONT
16 KILBURN ST. BURLINGTON, VT
(802) 864-5437
BROKERAGE FOR SAIL AND POWER

Single Kayak Paddles
Eskimo designs; make your own
bridge to kayaking's origins.
Easy to make. Sized to fit you
and your kayak. Just \$3.00.

QAJAQ
3710 Stikes Dr SE
Lacey, WA 98503-3685

The Best Bilge Pump

A couple of years ago I got really sick of bailing my 14' open boat with a Clorox bottle. I went through my collection of dream books and came away with an empty feeling. For \$35 I could get something that couldn't move iced tea out of a glass, much less 20 gallons of rain water out of a skiff.

I next looked to the flea market circuit. I figured the "ole timers" must have had a good answer. Well, it turns out that they did! It was a real guzzler which could move a lot of water with few moving parts. It was a mix of leather, wood and galvanized sheet metal that was "good looking from afar but far from good looking (as an old friend used to say). The problem, taken in today's context, is two-fold. First is that you cannot call the pump by its right name for fear of offending certain ethnic groups; and second is that like so many "neat" flea market items, they

just don't stand up to actual use. The old leather cracks, the wood splits and the sheet metal rusts. But the idea was good. There had to be a modern version of this simple approach. The answer came to me in the following dream:

Take inexpensive PVC pipe and fittings, easily glued together, some scrap copper tubing, brass or even stainless would be even better, and a little 1/16" thick plate of the same material, and add some 1/16" rubber or leather. Put these all together with a little time and you've got one dandy bilge pump that can move a lot of water fast. Best of all, you've beat the system!

The pipe length depends upon your own choice of stroke length. The pipe diameter depends on your own strength. I found a 3" pipe was a good size that allowed me to pump steadily for some time without tiring, but still moved water fast. But it can vary either way to suit

your style. The plunger tubing can be what you have facilities to handle; copper or brass if you're soldering, or stainless if you can get it welded. It should probably match the valve and piston plate material to avoid galvanic action.

The plates should have as many 3/8" holes in them as possible to pass a lot of water easily. The flappers can be of rubber or oiled leather about 1/16" thick. The plates and flappers are fastened with whatever is handy. I used cap screws in the foot valve and made a threaded piece that fit up in the piston shaft for the piston and valve. The foot valve gets captured between the pipe and the end cap. The cap is not glued, but screwed in place with small brass screws radially so it can be removed for cleanout.

John Bierne, 108 Little Neck Rd., Ipswich, MA 01938

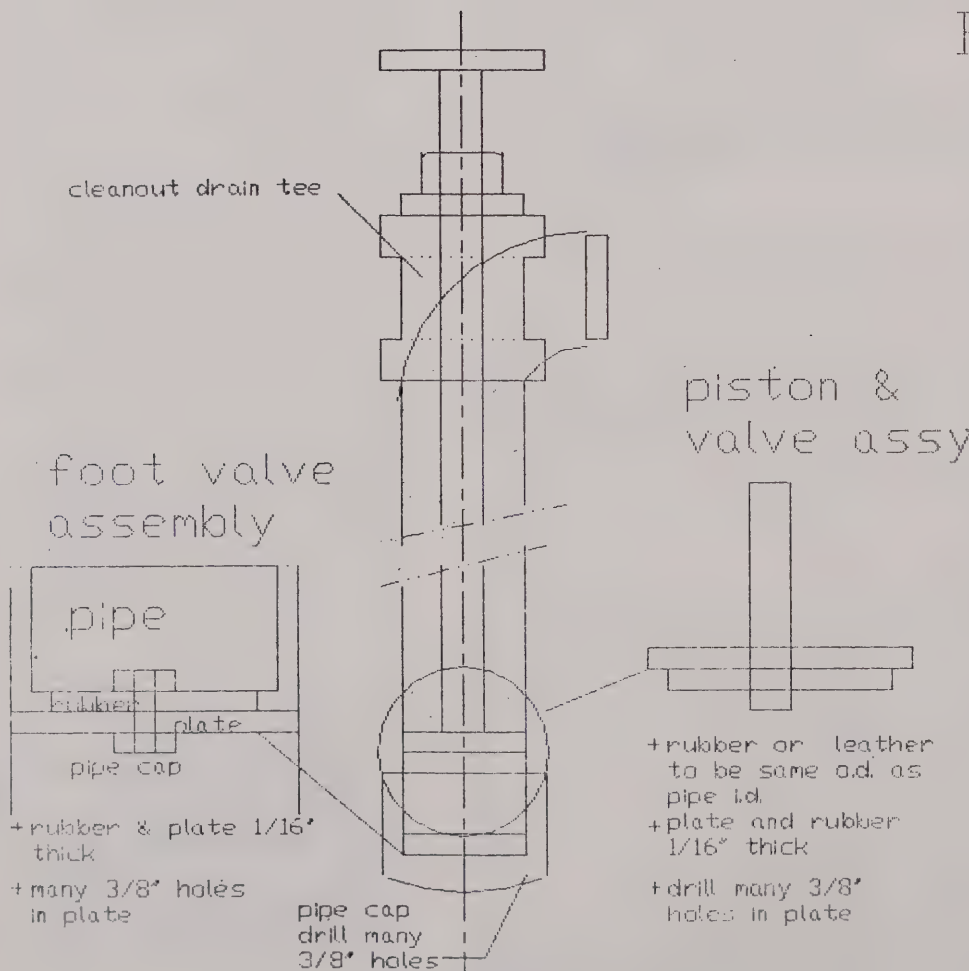
THE BEST BILGE PUMP

drawn by:
John Bierne

materials:
1/16" rubber/leather
1/16" plate
pvc pipe
pvc drain tee & cap
pvc cap
pvc threaded plug
1/2" tubing, cuss, etc
10-32 brass screws

NOTES:

- + flapper valve and piston valve to be fastened with screws, rivets, etc.
- + foot valve gets captured between end of pipe and inside of cap.



Glen L's "Topper"

"Topper" is just what its name implies, a small sailing and rowing boat that can be cartopped on almost any vehicle. Glen L. Marine Designs offer the plans for the easy-to-build 10'8" dinghy with full size patterns included for \$29. It's built from standard 8' plywood panels and no permanent frames are built into the hull, temporary forms are used for construction. The multi-chine hull does require more fitting of seams than the typical single-chine dinghy hull.

The sail, rig, fastenings, fiberglass, and hardware can all be obtained from the designer if desired, everything you need except locally available plywood panels. Glen L. Marine is at 9152 Rosecrans, Bellflower, CA 90706, (213) 630-6258.

SPECIFICATIONS

Length Overall - 10'8".

Beam - 4'7".

Hull Depth - 1'9".

Hull Weight - 120 pounds.

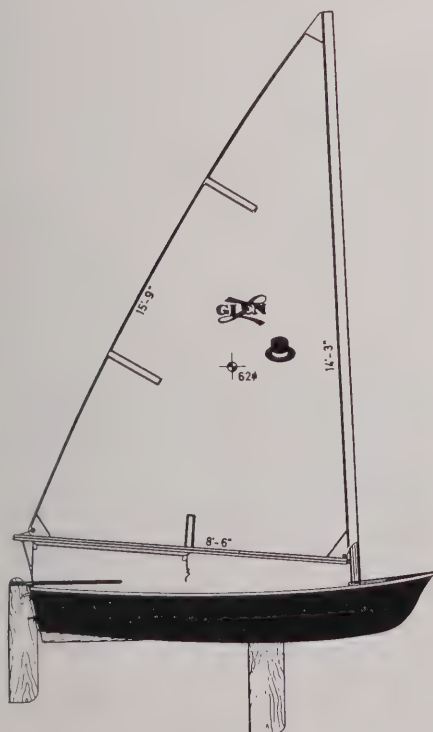
Number of Passengers - 2.

Sail Area - 62 sq. ft.

Hull Type - Multi-chine form developed for sheet plywood planking from 8' lengths.

Sail Type - Cat rig sock type sail with daggerboard.

Power - Oars or outboard motor to 3hp.



"Boating with ELTO" ca. 1924



\$153⁰⁰ VS \$179⁷⁵

Is there something wrong with this picture?

How can the two leading epoxy resins, both in 5-gallon jugs, be so far apart in content and price?



Our trial kit: 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers, roller cover, squeegee, gloves and *The Epoxy Book*.

Could it be that one is priced for retail marine stores, even if you're buying through the mail?

Could it be that the one on the right leads only in price? Decide for yourself.

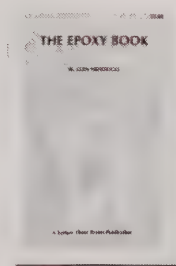
Send \$10 for the System Three Epoxy Trial Kit.

Or call 1-800-333-5514 and place an order. Orders in by noon Pacific time go

out the same day, delivered right to your door. And we pay the freight!

This leads to one conclusion.

Maybe you can't adjust what's wrong with the picture. But you can adjust to the right epoxy company.



Required reading for boat builders. All the tips, tricks and traps about epoxy resins.

Yes, I want to save money and get a great epoxy. I've enclosed \$10.00. Send me your Trial Kit along with my copy of *The Epoxy Book*.

Name _____

Address _____

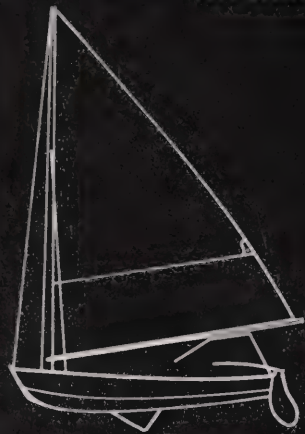
City _____

State _____ Zip _____

System Three Resins,
P.O. Box 70436,
Seattle, WA 98107.
(206) 782-7976

SYSTEM THREE

AN OLD CLASSIC



This cat rigged sailboat was introduced in Marblehead in the early 1920's and has proved a great boat for training ever since. With its generous sail area it can fly through the water; but, its wide beam and hard chine make for very stable sailing. We can build this boat in traditional mahogany, or in Eastern pine.

Send for our brochure.

Pert Lowell, Co., Inc.

Land's End, Newbury, MA 01950
(617) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.

Builders & Restorers

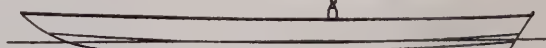


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424



Replica Rushton and St. Lawrence Skiffs

NORTH RIVER BOATWORKS

6-M Elm St., Albany, New York 12202 518-434-4414

Information \$2.00

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

65 Main St., Topsham, Maine 04086 (207) 729-7402 / 443-3533

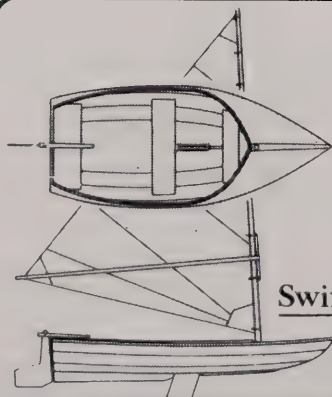
Repair & Restoration

Of Wooden Boats

Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA
(508) 758-6234



Modern wooden boats
for rowing and sailing

Ask for details
on our new 19'

Swiftly

LENGTH: 12'0"
WEIGHT: 105 Lbs.
KIT: \$750
FINISHED: \$1,600
CATALOG: \$2.00

R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

Wood/Canvas Canoes

Restored/Recanvased

Bought/Sold



Mike Huston

Phila. PA

1-215-342-8705



Seaport's Boston Boat Shop

Pier 3
Charlestown Navy Yard
Boston, MA
617-242-1475

SPECIALIZING IN:

Wooden boat construction and repair
Custom skiffs built to order
Restoration work
Custom interior joinery work
Spar varnishing
Exterior finishing

Dock space available for some jobs

Boatbuilding and lofting classes

Visitors are welcome to observe our current projects,
we are two piers over from the U.S.S. Constitution

New England Historic Seaport
Building 10, Charlestown Navy Yard
Boston MA 02129 / 617-242-1414

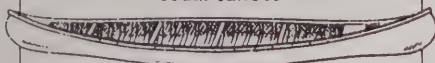
10'6" ~ 20 lbs.

If the concept of a 10'6",
20 pound classic double paddle
cruising canoe appeals to you
as it did to Nessmuk back in
the 1800's, send for free info
and sample copy of my news-
letter.

Feather Canoes
3080 N. WASHINGTON BLVD.
SARASOTA, FL 34234
(813) 953-7660

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

BRIAN CURRAN, HOPE, MAINE 04847 • 207-763-3074



Crawford Boat Building

517-837-3555
P.O. Box 430 Humarock, MA 02047

"Imagine..."

...owning a boat that turns heads and re-
ceives genuine compliments wherever you go.
She is simple to rig, fast and exhilarating to
sail, yet seaworthy and amazingly stable. She's
so well-mannered that a novice will quickly
learn to trust her and an expert will recognize
and enjoy her potential. She loves a breeze. 15
knots is a picnic! And, oh yes, she's a delight
under oars. Structural fiberglass work, gener-
ous teak woodwork, bronze hardware, and fin-
ish details are examples of how good a boat can
be if the builder truly cares.

The original drawings appeared in Cha-
pelle's "American Small Sailing Craft", dated
1888. Times have changed but the sea has not.
Over a century later, the MELONSEED SKIFF is
finding its way back into the hearts of boaters
who appreciate quality, performance and tradi-
tion.

Boats are often dreams not yet fulfilled,
and they both come in all sizes. We all can't
afford a big boat, but we can have a good boat.
Read about the MELONSEED SKIFF and dream
about how good it might be. We honestly assure
you that, quite simply, it is that good...and
perhaps better!"

Woodstrip Watercraft



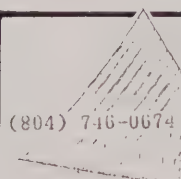
CANOEES,
KAYAKS &

SMALL BOATS

Built in modern wood construction.
Also Accessories, Supplies, Resto-
ration & Repair, Custom Designs.

P.O. Box 1140
Lansdale, PA 19446

AL BRATTON
Builder
215-234-0680



(804) 746-0674

Elegant traditional
boats for rowing
and sailing.
Whitehalls, Duckers,
fan-tail launches,
bare hulls, kits,
finished boats.

Kindly send \$3 for
info and "Tholepin" subscription.

THAYER & COMPANY
2106 Atlee Rd, Mechanicsville, VA 23111



GREENLAND TYPE SEA KAYAKS

Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941

SEND \$1 FOR INFORMATION

WOODEN BOATS

Canoes & Classics

Repair
Refinishing

Restoration
Canvassing

Upholstery



MIKE COLLINS & CO.



RR 1 Box 1060
Bradford, VT
(802) 222-5583

WILL BUILD ON COMMISSION:

Sailing dories, daysailers or cruising
boats to 30' LOA, built to your
requirements. All of superior con-
struction in wood at reasonable price.
THE LANDING BOATSHOP, PO
Box 1490, Kennebunkport, ME 04046.
207-985-7976.

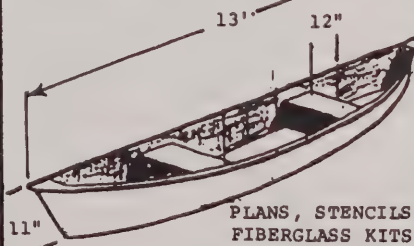
Plans

AFFORDABLE SLIDING SEAT ROWING

Build your own drop-in rowing rig
for use in canoes, skiffs and shells.
Lightweight and standard options.
Detailed construction plans and man-
ual, \$23. Ball-bearing wheel kits
available. Plans and manual for
lightweight sculling oars (9'9"),
\$17. Both the rowing rig and oars
utilize common, inexpensive materi-
als. No unusual tools or woodwork-
ing skills required.

OWEN CECIL
P.O. BOX 584M
MANISTEE, MI 49660

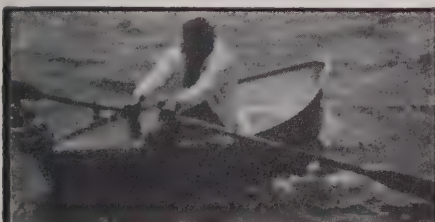
CAJUN PIROGUE



PLANS, STENCILS
FIBERGLASS KITS

Lightweight, sturdy,
maneuverable. Excellent
hunting, fishing boat.
Send SASE for info.

385 PLYMOUTH ST.
HALIFAX, MA 02338 (617) 335-3643



DORITA

Build this 11'6" dory
from two 4x8 plywood
sheets. Plans & in-
structions, plus cata-
log of six designs,
\$15. Catalog alone \$5.



DESIGNER'S
BOAT PLANS

TED JONES
126 Turner St.
Beaufort, NC 28516
(919) 728-6544

QUALITY DESIGNS IN
TAPED - SEAM PLYWOOD
BY TRACY O'BRIEN



CATALOG \$3 PPD
HEADWATER BOATS
156 BUNKER CREEK RD.
CHEHALIS, WA 98532



19' Garvey Workboat

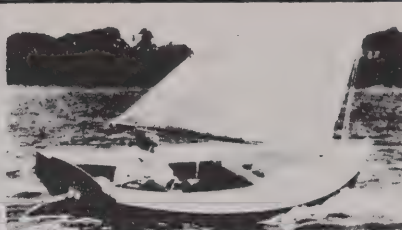
Just one of the designs in our catalog of stock plans (\$2).
8'-20" Sail, Row, Power, Paddle.
Modern plywood or cold-molded construction.
Custom Designing at Reasonable Rates.

Robert W. Stephens Wooden Boats

23 Vining Street, Lisbon Falls, ME 04252 (207) 353-9616

RAVEN'S WING WATERCRAFT

BUILD YOUR OWN PLYWOOD
GREENLAND STYLE SEA KAYAK.
PLANS, PATTERN, MANUAL, \$40.
KITS & BOATS AVAILABLE
RR 3 BOX 836, WISCASSET, ME 04578
(207) 443-6677



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic BEETLE CAT that puts the charm and the performance of this famous one-design within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME:

- ☐ Complete construction plans and instructions for \$35.00
- ☐ Study plan packet for Bobcat and 23 other easy-to-build Instant Boats for \$5.00

* NEW BOOK * "Build the Instant Catboat" \$9.95 + \$1.00 S&H.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Harold H. Payson & Co.

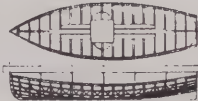
Dept. MB, Pleasant Beach Road
South Thomaston, Maine 04858 207-594-7587



Boat

Plans & Kits

- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$1.00



MONFORT ASSOCIATES

RFD 2 Box 416 • Wiscasset, Maine 04578

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360

SAN FRANCISCO
PELICAN CLASS



Designed by
William H. Short

Plans for:

SAN FRANCISCO PELICAN, 12' sailing dory pram
with standing lug rig, seaworthy centerboarder.
\$25.

GREAT PELICAN, basic design enlarged to 16' for
cruising, with cabin, trailerable. \$35.

Plywood construction. 48 page instruction booklet,
and drawings.

SAN FRANCISCO PELICAN BOATS;
203 Hawthorne Avenue
Larkspur, California 94939
(415) 924-0685.



Moondance

a car top, sleep-aboard cruiser for two... honest!

She's usually sailed stretched out on the padded deck (lots of storage and floatation below) the most comfortable boat you have ever sailed! The 5'2" beam (on 11'3" LOA.) gives room, and amazing stability, for sleeping two or day sailing four at no apparent cost in performance.

Easy stitch and glue construction. Study plans \$4, Plans, super clear instructions, and full sized patterns, \$45.

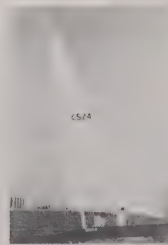
THOMSON SMALLBOATS
Box 670, Vestal, N.Y. 13851-0670



COMMON SENSE DESIGNS

YOU CAN BUILD A BETTER
BOAT THAN YOU CAN BUY!

Build CORSAIR



Maybe the fastest,
surely the most
interesting, boat
you can build.

JOIN THE REVOLU-
TION TO COM-
MON SENSE!

PLEASE SEND ME:

- ☐ Corsair Plans for \$55.
- ☐ Study Packet for Corsair and 12 other COMMON SENSE DESIGNS, \$5.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMMON SENSE DESIGNS

P.O. Box 91429, Portland, OR 97291

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseyes • Custom Bronze
Hardware

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden boats; mast hoops;
authentic nautical furnishings

BALOGH SAIL DESIGNS

STAR ROUTE BOX 79 M, CEDAR ISLAND NC 28520

(919) 225-6631

Lightweight, compact, un-
stayed rigs add versatility to
rowboats, canoes, kayaks.
Guaranteed quality. BATWING:
Excellent windward ability
with full battens. NEW!!
TRI-STAR: Economical batten-
less sails. TWINS: The ulti-
mate in downwind control.
Please send \$1.00 for bro-
chure.

VOLVO PENTA

Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt

Rt. 24, Box 731 Orr's Island, ME 04066
1-(800) 339-6777 (207) 833-5852
Maine only

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

THE ROSS BANDMILL • PORTABLE SAWMILL

US PATENTS 4275632, 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING

AN HONEST
SIMPLE, RUGGED,
RELIABLE, VERSATILE,
ONE-MAN SAWMILL
SAWS ALL WOODS.
Diameters 3 to 17 inches
Lengths 8 inches to infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

Materials & Supplies



Orr's Island Boat Works

AUTHORIZED
DEALER

9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731 Orr's Island, ME 04066

1-(800)-339-6777 • (207) 833-5852
(Maine Only)

CUT COPPER CLENCH NAILS

We have the old Atlas Co. ma-
chines. Pure hard drawn copper. Just
the thing for lapstrake canoes, skiffs,
dories. 3 diameters, 1/16", 3/32",
1/8". 10 sizes, 3/4"-1 1/4". Prices:
\$7.50-\$10/lb. Send \$1 for sample pack-
et. **STRAWBERRY BANKE, INC.**

P.O. BOX 300 MB PORTSMOUTH, NH 03801

CANOE HARDWARE

1/2", 11/16", 7/8" Canoe
Tacks, 3/8" Oval Brass Stem
Bands, Clinching Irons, 3/16"
Bronze Carriage Bolts, Canoe
Plans, Clear White Cedar.
Price List Available.

NORTHWOODS CANOE SHOP

RFD #3, Box 118-2A
Dover-Foxcroft, ME 04426

HARBOR
FINE WOOD PRODUCTS SINCE 1931

America's Marine Plywood Center

- Teak, Okoume, Sapele, Fir, Lauan,
plus dozens of other specialty woods
- Giant-size scarfed panels
- Large stocks available
- Special freight allowances
- Order direct from anywhere in U.S.—
call toll free:

1-800-345-1712

The Harbor Sales Company, Inc.

1400 Russell Street
Baltimore, MD 21230

BOAT LUMBER

White oak, cedar, ash,
pine, spruce
Lengths to 16', widths
to 16"
Rough 1 & 2" thick, air
& kiln dried
Planed or milled to your
specifications
Will ship—send \$1 for
price list & samples
Specialty Woods
1218 Old Clinton Road
Westbrook, CT 06498
(203) 399-5224

POLYESTER RESIN (With Catalyst)

Finest Quality—Always Fresh
5 Gal. Pail 1 Gal. 4 or more 20 or more 4 pails or more
\$70.00 ea. \$15.50 ea. \$14.50 ea. \$14.00 ea. \$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE:

Mat 1-1/2 oz. 38" \$2/yd • Roving 24 oz 38": \$3/yd • Cloth 10 oz 38" \$4.05 /yd

SILICON BRONZE WOOD SCREWS — MANY SIZES FROM 3/4x8 AT \$4.80 TO
3x16 AT \$40.50. ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS — THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028

Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314

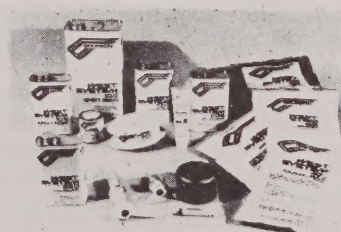
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

WEST SYSTEM®

Distributors of WEST SYSTEM® Epoxy
Products by Gougeon Brothers, Inc.,
Fynspray brass galley pumps, cus-
tom running rigging, sailboat hard-
ware. Epifanes paint and varnish.
For ordering & information call toll
free. Dealer inquiries invited.



JT's SHIP CHANDLERY

CORNER VANZANDT & FAREWELL • NEWPORT, RI 02840
276 SW 33rd St., Ft. Lauderdale, FL 33315

IN RI: (401) 846-8170

IN FL: (305) 463-2022

Telex: 952-183 JT SHIP NORT

1-800-343-9350

Classified Marketplace

27' CHESAPEAKE SHARPIE. Ketch rigged, shoal draft pocket cruiser. Knowledgeably maintained. 7.5hp outboard. Fast, fun, traditional Chapelle design. \$5,000 or best offer. Will consider trades. JEFF RUSSELL, W. Falmouth, MA, (508) 540-6208. (20)

WANTED. Mast, boom and sails to fit a 24' sailboat I'm building. Please call with anything close to these measurements: Mast 33'6"; boom 16'10".

RICK BARKHUFF, 61 Dyer St., Saco, ME 04072, (207) 283-0753. (20)

OLD CENTURY OUTBOARD, small two cylinder, \$65. Disassembled Grey Marine four-cylinder inboard engine, best offer.

RICK BARKHUFF, 61 Dyer St., Saco, ME 04072, (207) 283-0753. (20)

15' SAILING WHITEHALL, designed by R.H. Baker. Lapstrake, cedar on oak, nice detailing. A handsome boat which always provokes admiring comments. Custom trailer included. Ready to sail, \$3,400.

TONY MILLHAM, 672 Drift Rd., Westport, MA 02790, (508) 636-5437. (20)

MARINE DIESEL ENGINE, 1974 Westerbeke/Petter 5hp, Model DS, one-cylinder, complete with shaft, prop, various extra filters and exhaust. Good running condition. \$500. Located in Methuen, MA.

PETER VENTRE, 4 Clearwater Dr., Falmouth, ME 04105, (207) 781-5259, leave message. (20)

WANTED. Old outboard racing boats, most any size, shape, form or fashion. Hydros, runabouts, stock utilities, etc. Drop me a line.

ALBERT SNELL, P.O. Box 841, Jasper, TX 75951, (409) 384-8219 early a.m. CST. (20)

24' 110 CLASS SLOOP #226. Built 1948. New sails, spinnaker, trap-eze. Wood cradle on nice trailer. \$1,000 or trade for British sports car.

NEIL DAWSON, Hardwick, MA, (413) 477-6559. (20)

PHOENIX BROWN PELICAN SEA KAYAK, used two seasons. Includes spray skirt, back band, flotation. \$250 or offer.

STEVE HANSEN, Amherst, NH, (603) 429-0948. (20)

WANTED. Grumman or other sail kit with leeboards, rudder, etc. to use on a Grumman Sport Boat.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444 eves. or wknds. (20)

RUNABOUT PARTS. I have some leftover parts from an engine deal of several years ago. Should be a winner for someone making a small runabout. One gas tank, underseat variety; one monel shaft with beat-up prop; one log; one strut; one set windshield stanchions with running lights; one exhaust pipe; one set oil guage and ammeter; one solid brass rudder and actuator. Came off 15' Canadian runabout, 1948 made on Lake Muskoka. \$90 or reasonable offer.

JERRY FARMER, 5733 Bluebird Ln., Minnetonka, MN 55345, (612) 474-6127. (20)

WANTED. A good used Dirigo sea kayak.

RUSS HESTON, 322 E. Washington Rd., Hillsboro, NH 03244, (603) 478-5749. (20)

CLEAR THE DECKS! Growing family requires more space...and less "stuff". "Stuff", lots of "stuff" must go. No reasonable offers refused. 1840 Maine carpenter's tool chest with tools; antique elm medicine cabinet with beveled glass; oars, paddles, folding canoe seats, rowing seat, boat hardware, nautical and other 19th century books; crib, baby carriage, children's togs (all in very good condition); BOAC travel agency model with cutaway interior; 78 rpm classic records; school house desks and tables; split bamboo fishing rod with reel; leather love seat; children's bicycles; other riding togs; and possibly a canoe or a rowboat. All proceeds from the children's "stuff" go to the boys, the balance my wife gets. And I get my house back. So pitch in, let's recycle some of this "stuff".

RALPH NOTARISTEFANO, E. Northport, NY, (516) 757-3087. (20)

1989 DOVEKIE, on trailer, fully optioned, midnight blue with tan-bark sail. Used only three weeks in fresh water. \$11,500.

DAVID DAVIGNON, Edey & Duff, Mattapoisett, MA, (508) 758-2743

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage. Rent includes 16' daysailer and windsurfer. \$365 per week.

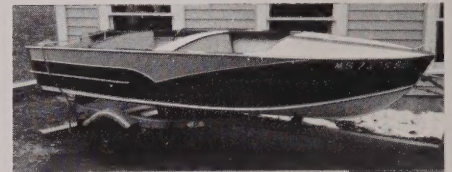
SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TF)

BOATSHOP CLEANOUT. Lumber (teak, mahogany, cherry, live edge white cedar), used sails, a couple of small spars, misc. equipment and hardware, mold frames for plywood hulls.

EMERSON DAHMEN, Gloucester, MA, (508) 283-3536. (20)

ADIRONDACK GUIDEBOATS. The largest selection of Guide Boats and historically correct accessories available from one source. We offer traditionally built boats, modern materials reproductions, paddles, oars, yokes and hardware. Some trades are accepted.

THE INDIAN POINT GUIDEBOAT COMPANY, 732 Midland Ave., Midland, PA 15052, (412) 643-5457.



12' OUTBOARD RUNABOUT, brand new, never in the water, twin cockpit. Home built, plywood, epoxy, glass cloth. Modified Glen L design, 4'10" beam, 24" deep. Deck and seats can be easily removed to make a fully open boat. Trailer pictured NOT included. \$900.

BOB WADON, Randolph, MA, (617) 963-2036. (19)



20' THOMPSON CHRIS CRAFT lapstrake outboard, built 1963. Beautiful deep hull, wide flare forward, wide beam. Featured in the Antique Boat Club's "Brass Bell", Spring, 1989. Interesting history, very few in existence. Has 1985, 90hp 6-cylinder Merc bought new in 1986 with low hours, in excellent shape. 1985 Shoreline galvanized bunk and roller trailer, 2,300 pound capacity. Everything in great shape. \$4,700. BOB WADON, Randolph, MA, (617) 963-2036. (19)

SKILLED WOODEN BOAT REPAIRS. If you're looking for someone affordable to do professional repairs or restoration on your small wooden boat, call us. We've been building and repairing wooden boats since 1933.

PERT LOWELL CO., Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

16.5' FIBERGLASS "TOWNIE", built 1988, complete and perfect. Dark green color. Call for details.

PERT LOWELL CO., Lane's End, Newbury, MA 01951, (508) 462-7409. (19)

23' CROCKER STONEHORSE classic coastal cruising full keel design, cutter rigged, cedar on oak. Flush deck design has small cabin house added over hatch. Needs repair of deadwood around propellor shaft, seams recaulked, inboard engine overhauled; overall refinishing of hull, cockpit and deck. Full interior in good shape with all gear, cushions, etc. Excellent spars and rigging. On storage trailer that can be towed on highway local distances. If you have place to work on it, it can be ready for summer of '90 sailing. Last sailed in summer of '87. \$1,500 firm going into winter price to someone who really wants a genuine Stonehorse. BOB HICKS, Wenham, MA. (508) 774-0906 aft. 6 pm best. (20)

ROWING SHELL REPAIR & RESTORATION. Full service facility for racing and recreational boats, singles through eights, wood or fiberglass. Estimates on request, pick up and delivery.
HUNT DOWSE, Old Antrim Rd., Hancock, NH 03449, (603) 525-4069. (4p)

24' YANKEE SEAHORSE SLOOP. Includes three sails, VHF, full galley, dinette, porta-potti in enclosed head. Sleeps 4-5. Retractable centerboard/keel, trailer. \$5,500 or best offer.
STEVE MUELLER, E. Freetown, MA, (508) 763-8985. (19)

WANTED. Tom McGrath's first Townie book, "Tales of a Townie".
RALPH JOHNSON, Lane's End, Newbury, MA 01951, (508) 462-7409. (19)

10' HERRESHOFF DESIGN, beautiful custom fiberglass dinghy, light blue gelcoat, canvas rubber rub rail, towing eyes, built-in flotation, finest Maine construction. Three years old, must sell, asking \$950.

PETER BERMAN, Norwalk, CT, (203) 847-5793. (19)

"WOODEN BOAT" original issues, Numbers 1-24, various others. Need space, first reasonable offer takes all.

PETER BERMAN, Norwalk, CT, (203) 847-5793. (19)

PORTABLE DWELLING INFO-LETTER: About camping, hiking, bicycling, travelling and living in a tent, camper, trailer, boat, remote cabin, etc. Reader written, frank discussions. Sample \$1.
P.O.B. 190-ME, Philomath, OR 97370. TF

ESCAPE NEW ENGLAND WINTER! Sail beautiful, warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped, bareboat charters. Fabulous waters, secluded cruising. Cottage also available.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

18' ALDEN O BOAT, ready to be converted into schooner as described by Peter Duff's series in recent issues. Refastening needs to be completed, also recaulking or fiberglassing per your preference. Includes complete original sloop rig in good shape with all rigging, sails. \$750 with rig, \$500 without.
BOB HICKS, Wenham, MA, (508) 774-0906 eves. best. (20)

"THE CARIBBEAN ON \$5 A DAY. A Sea Gypsy Handbook for Living in Paradise" by Fritz Seyfarth. The sailboat as an island retreat. The secret is simplicity afloat, using the boat like the olden times gypsies who roamed the countryside in their wagons, self-contained life support modules, making a living by their hands and wits. Quality softcover, \$8.25 postpaid.
SPANISH MAIN PRESS, Red Hook Plaza, Suite 237, St. Thomas, VI 00802. (TF)

21-1/2' DRASCOMBE DRIFTER, gunter rigged shoal draft F.G. yawl, 1979. In very good condition. 9.9 Johnson O.B. Sleeps two in cabin, two in cockpit. Asking \$7,500.

DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (TF)

17' "NOOTKA" SEA KAYAK, fiberglass, by Necky Kayaks, 25" beam. Has rudder, bulkheads, storage hatches and deck rigging. Very trustworthy boat with large cargo capacity. Handles well in rough seas. Very good condition. Sacrifice for \$795.

GREGG PERRY, Dover, NH, (603) 749-1547. (19)

WANTED. XL TRIPPER O/R 20' Old Town canoe.

J.W. SCHROER, 620 E. Shore Rd., Jamestown, RI 02835, (401) 423-3240. (19)

WANTED. Old 8hp Universal one-lunger or a 12hp two-cylinder.
ED JEPSEN, Box 449, Chatham, MA 02633. (19)

QUICKSTEP SAILBOATS. The complete line of fine sailboats, 11' to 24' now on their way to Fernald's Marine. Write for our listing of 35 new and used sailboats on display. We will have a "Quickstep 19" on display at the Newton, NH show.

FERNALD'S MARINE, Rt. 1A, Newbury, MA 01951.

25' AMPHIBI-CON SAILBOAT, 1957. Made in Denmark, cedar planked. \$2,995.

CHARLES MAHALA, Youngstown, NY, (76) 745-3290. (20p)

BOAT BOOK & MAGAZINE SALE, old and new; cartop gear; canoe/kayak drybags; oars; brass and bronze oarlocks; more. SASE for lists.

OWEN CECIL, Box 584, Manistee, MI 49660. (19)

ORIENTAL HARDWOODS. Straight grained, no knots, rough cut, Two by fours, three by threes and some three by fours. Lengths vary 20" to 6' plus.

RICHARD MC CLEERY, Durham, NH, (603) 868-5730 eves. & wknds. (20p)

SMALL BOAT JOURNAL COLLECTION. Pilot issue of March, '79, through #68 of September '89, 68 issues, 10-1/2 years. Good condition, sold as complete set only. \$150 includes shipping by UPS.

PETER WATTERS, 55 Magazine St. #52, Cambridge, MA 02139, (617) 492-6467. (20)

30' ALDEN PRISCILLA classic wooden cruising sloop. Teak deck, Atomic Four engine, 5 sails, VHF, knotmeter/sumlog, depth sounder, cradle, cover and frame, more. \$6,900 or B.O.

EMERSON DAHMEN, Gloucester, MA, (508) 283-3536. (20)

WAYFARER #4100 for sale, fiberglass hull. Includes main, jib, spinnaker. On trailer which is okay. Great "travel" boat. Everything in good shape.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444 eves. or wknds. (20)

13' LINCOLN CANOE, fiberglass, made in Stowe, MA, about 1970. Wood and rawhide seats, 36" beam. Slight cracks in gelcoat. Nice small canoe for one or two persons. Paddles included, \$175.

BOB WADON, Randolph, MA, (617) 963-2036. (19)

KIDS WANT TO WATER SKI! Dad must sell 1986 Dovekie, jade green hull, tanbark sail, bimini, back porch, outboard bracket, sail and mast cover, sprit cover, galvanized E&B trailer. Excellent condition, \$8,000 negotiable.

GERARDO CISNEROS, Houston, TX, (713) 728-3611. (21p)

1959 JOHNSON OUTBOARD, 35hp. completely disassembled, all parts cleaned and operational, but has two cracked cylinder sleeves from overheating at some time. Very clean inside and looks to have been fresh water used only, with low hours. Take a look. \$100.

BOB WADON, Randolph, MA, (617) 963-2036. (19)

WANTED. Two used solo collapsible sea kayaks for an extended European tour. Requirements are seaworthiness, durability, high volume, excellent condition.

FORREST DILLON, Manchester, MA, (508) 283-1932 days, (508) 526-1483 eves. (20)



messing
about in

BOATS

29 BURLEY ST., WENHAM, MA 01984

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQ.
SALEM, MA 01970

VII-19



messing
about in

BOATS

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

Subscribe
24 Issues - \$20

MAIL THIS FORM (OR A COPY
OF IT) WITH YOUR CHECK FOR
\$20 PAYABLE TO "BOATS" TO:
BOATS
29 BURLEY ST.
WENHAM, MA 01984

STREET & NUMBER OR P.O. BOX: _____

STATE: _____

ZIP: _____

YOUR SUBSCRIPTION WILL BEGIN WITH THE NEXT ISSUE FOLLOWING RECEIPT OF YOUR ORDER

Satisfaction Guaranteed:

IF AT ANY TIME YOU FEEL THAT "MESSING ABOUT
IN BOATS" ISN'T OF FURTHER INTEREST, JUST LET
US KNOW, WE'LL REFUND THE UNUSED PORTION
OF YOUR SUBSCRIPTION FEE, NO HASSLE!